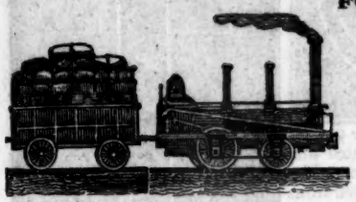
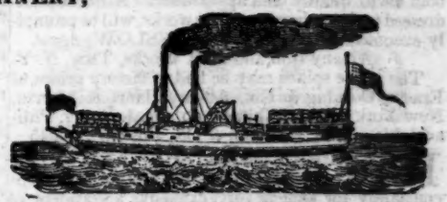
Engineers Office

AMERICAN RAILROAD JOURNAL,

AND GENERAL ADVERTISER

FOR RAILROADS, CANALS, STEAMBOATS, MACHINERY, AND MINES.





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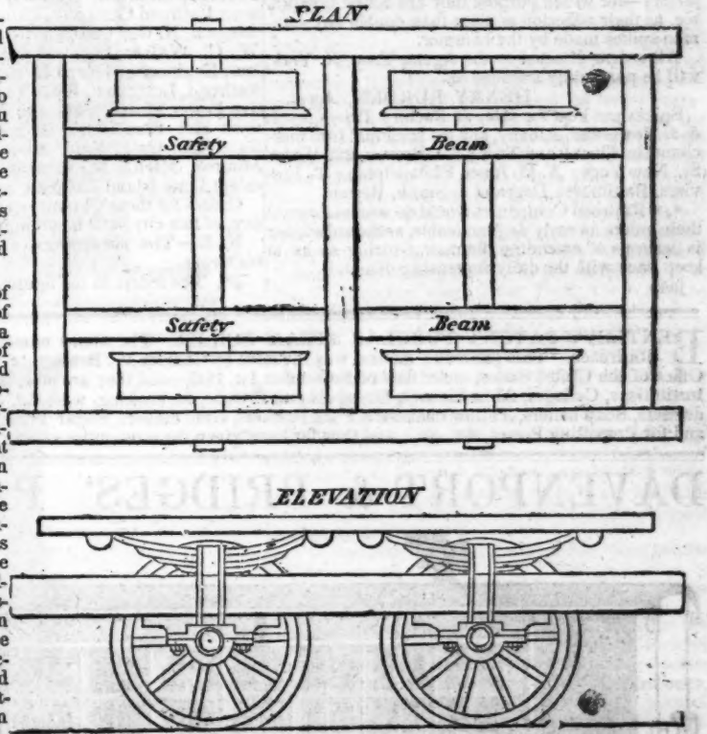
SECOND QUARTO SERIES, VOL. I., No. 48.] THURSDAY, NOVEMBER 27, 1845. [WHOLE No. 491, VOL. XVIII.

W. R. CASEY, CIVIL ENGINEER, NO. 23 Chambers street, New York, will make surveys estimates of cost and reports for railways, canals, roads, docks, wharves, dams and bridges of every description, with plans and specifications. He will also act as agent for the sale or purchase of machinery, and of patent rights for improvements relating to public works.

KITE'S PATENT SAFETY BEAM.



MESSRS. EDITORS.—As your Journal is devoted to the benefit of the public in general I feel desirous to communicate to you for publication the following circumstance of no inconsiderable importance, which occurred some few days since on the Philadelphia, Wilmington and Baltimore railroad.

On the passage of the evening train of cars from Philadelphia to this city, an axle of our large 8 wheeled passenger car was broken, but from the particular plan of the construction, the accident was entirely unknown to any of the passengers, or, in fact, to the conductor himself, until the train, (as was supposed from some circumstances attending the case,) had passed several miles in advance of the place where the accident occurred, whereas had the car been constructed on the common plan the same kind of accident would unavoidably have much injured it, perhaps thrown the whole train off the track, and seriously injured, if not killed many of the passengers.

Wilmington, Del., Sept. 28, 1840.

☞ The undersigned takes pleasure in attesting o the value of Mr. Joseph S. Kite's invention of the Safety Beam Axle and Hub for railroad cars. They have for some time been applied to passenger cars on this road, and experience has tested that they fully accomplish the object intended. Several instances of the fracture of axles have occurred, and in such the cars have uniformly run the whole distance with entire safety. Had not this invention been used, serious accidents must have occurred.

In short, we consider Mr. Kite's invention as completely successful in securing the safety of property and lives in railroad travelling, and should be used on all railroads in the country.

JOHN FRAZER, Agent,
GEORGE CRAIG, Superintendant,
JAMES ELLIOTT, Sup. Motive Power,
W. L. ASHMEAD, Agent.

☞ A model of the above improvement is to be seen at the New Jersey railroad and transportation office, No. 1 Hanover st., N. York. ja46

PATENT HAMMERED RAILROAD, SHIP and Boat Spikes. The Albany Iron and Nail Works have always on hand, of their own manufacture, a large assortment of Railroad, Ship and Boat Spikes, from 2 to 12 inches in length, and of any form of head. From the excellence of the material always used in their manufacture, and their very general use for railroads and other purposes in this country, the manufacturers have no hesitation in warranting them fully equal to the best spikes in market, both as to quality and appearance. All orders addressed to the subscriber at the works, will be promptly executed. JOHN F. WINSLOW, *Agent.*

Albany Iron and Nail Works, Troy, N. Y.

The above spikes may be had at factory prices, of Erastus Corning & Co., Albany; Hart & Merritt, New York; J. H. Whitney, do.; E. J. Etting, Philadelphia; Wm. E. Coffin & Co., Boston. ja45

PATENT RAILROAD, SHIP AND BOAT Spikes. The Troy Iron and Nail Factory keeps constantly for sale a very extensive assortment of Wrought Spikes and Nails, from 3 to 10 inches, manufactured by the subscriber's Patent Machinery, which after five years' successful operation, and now almost universal use in the United States (as well as England, where the subscriber obtained a patent) are found superior to any ever offered in market.

Railroad companies may be supplied with Spikes having countersink heads suitable to holes in iron rails, to any amount and on short notice. Almost all the railroads now in progress in the United States are fastened with Spikes made at the above named factory—for which purpose they are found invaluable, as their adhesion is more than double any common spikes made by the hammer.

All orders directed to the Agent, Troy, N. York, will be punctually attended to.

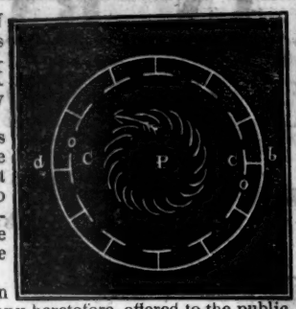
HENRY BURDEN, *Agent.*

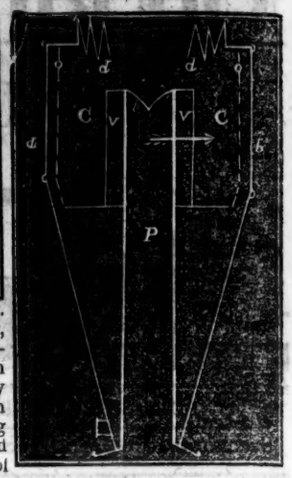
Spikes are kept for sale, at Factory Prices, by I. & J. Townsend, Albany, and the principal Iron merchants in Albany and Troy; J. I. Brower, 222 Water St., New York; A. M. Jones, Philadelphia; T. Janviers, Baltimore; Degrand & Smith, Boston.

*** Railroad Companies would do well to forward their orders as early as practicable, as the subscriber is desirous of extending the manufcturing so as to keep pace with the daily increasing demand.

ja45

FRENCH AND BAIRD'S PATENT SPARK ARRESTER.





TO THOSE INTERESTED IN Railroads, Railroad Directors and Managers are respectfully invited to examine an improved SPARK ARRESTER, recently patented by the undersigned.

Our improved Spark Arresters have been extensively used during the last year on both passenger and freight engines, and have been brought to such a state of perfection that no annoyance from sparks or dust from the chimney of engines on which they are used is experienced.

These Arresters are constructed on an entirely different principle from any heretofore offered to the public. The form is such that a rotary motion is imparted to the heated air, smoke and sparks passing through the chimney, and by the centrifugal force thus acquired by the sparks and dust they are separated from the smoke and steam, and thrown into an outer chamber of the chimney through openings near its top, from whence they fall by their own gravity to the bottom of this chamber; the smoke and steam passing off at the top of the chimney, through a capacious and unobstructed passage, thus arresting the sparks without impairing the power of the engine by diminishing the draught or activity of the fire in the furnace.

These chimneys and arresters are simple, durable and neat in appearance. They are now in use on the following roads, to the managers and other officers of which we are at liberty to refer those who may desire to purchase or obtain further information in regard to their merits:

E. A. Stevens, President Camden and Amboy Railroad Company; Richard Peters, Superintendant Georgia Railroad, Augusta, Ga.; G. A. Nicolls, Superintendant Philadelphia, Reading and Pottsville Railroad, Reading, Pa.; W. E. Morris, President Philadelphia, Germantown and Norristown Railroad Company, Philadelphia; E. B. Dudley, President W. and R. Railroad Company, Wilmington, N. C.; Col. James Gadsden, President S. C. and C. Railroad Company, Charleston, S. C.; W. C. Walker, Agent Vicksburgh and Jackson Railroad, Vicksburgh, Miss.; R. S. Van Rensselaer, Engineer and Sup't Hartford and New Haven Railroad; W. R. M'Kee, Sup't Lexington and Ohio Railroad, Lexington, Ky.; T. L. Smith, Sup't New Jersey Railroad Trans. Co.; J. Elliott, Sup't Motive Power Philadelphia and Wilmington Railroad, Wilmington, Del.; J. O. Sterns, Sup't Elizabethtown and Somerville Railroad; R. R. Cuyler, President Central Railroad Company, Savannah, Ga.; J. D. Gray, Sup't Macon Railroad, Macon, Ga.; J. H. Cleveland, Sup't Southern Railroad, Monroe, Mich.; M. F. Chittenden, Sup't M. P. Central Railroad, Detroit, Mich.; G. B. Fisk, President Long Island Railroad, Brooklyn.

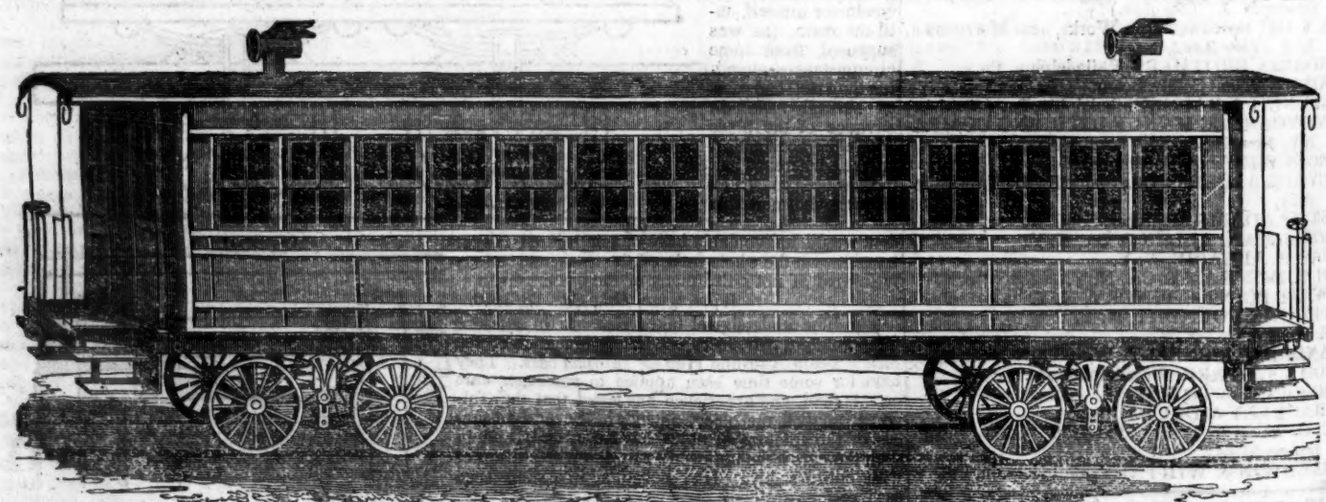
Orders for these Chimneys and Arresters, addressed to the subscribers, or to Messrs. Baldwin & Whitney, of this city, will be promptly executed. FRENCH & BAIRD.

N. B.—The subscribers will dispose of single rights, or rights for one or more States, on reasonable terms. *Philadelphia, Pa., April* 6, 1844.

*** The letters in the figures refer to the article given in the *Journal* of June, 1844. ja45

BENTLEY'S PATENT TUBULAR STEAM BOILER. The above named Boiler is similar in principle to the Locomotive boilers in use on our Railroads. This particular method was invented by Charles W. Bentley, of Baltimore, Md., who has obtained a patent for the same from the Patent Office of the United States, under date of September 1st, 1843—and they are now already in successful operation in several of our larger Hotels and Public Institutions, Colleges, Alms Houses, Hospitals and Prisons, for cooking, washing, etc.; for Bath houses, Hatters, Silk, Cotton and Woollen Dyers, Morocco dressers, Soap boilers, Tallow chandlers, Pork butchers, Glue makers, Sugar refiners, Farmers, Distillers, Cotton and Woollen mills, Warming Buildings, and for Propelling Power, etc., etc.; and thus far have given the most entire satisfaction, may be had of D. K. MINOR, 23 Chambers st. New York.

DAVENPORT & BRIDGES' PATENT CAR AND TRUCK.



DAVENPORT & BRIDGES CONTINUE TO MANUFACTURE TO ORDER, AT THEIR WORKS, IN CAMBRIDGEPORT, MASS. Passenger and Freight Cars of every description, and of the most improved pattern. They lso furnish Snow Ploughs and Chilled Wheels of any pattern, and size. Forged Axles, Springs, Boxes and Bolts for Cars at the lowest prices. All order punctually execued and forwarded to any part of the country.

Our Works are within fifteen minutes ride from State street, Boston—coaches pass every fifteen minutes.

RAILROAD IRON AND LOCOMOTIVE Tyres imported to order and constantly on hand by A. & G. RALSTON
Mar. 20tf 4 South Front St., Philadelphia.

THE NEWCASTLE MANUFACTURING Company continue to furnish at the Works, situated in the town of Newcastle, Del., Locomotive and other steam engines, Jack screws, Wrought iron work and Brass and Iron castings, of all kinds connected with Steamboats, Railroads, etc.; Mill Gearing of every description; Cast wheels (chilled) of any pattern and size, with Axles fitted, also with wrought tires, Springs, Boxes and bolts for Cars; Driving and other wheels for Locomotives.

The works being on an extensive scale, all orders will be executed with promptness and despatch. Communications addressed to Mr. William H. Dobbs, Superintendent, will meet with immediate attention. ANDREW C. GRAY,
ja45 President of the Newcastle Manuf. Co.

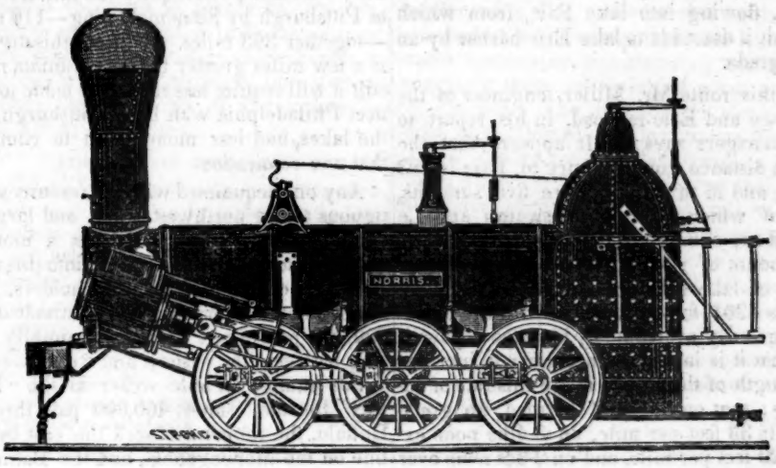
CUSHMAN'S COMPOUND IRON RAILS—etc. The Subscriber having made important improvements in the construction of rails, mode of guarding against accidents from insecure joints, etc.—respectfully offers to dispose of Company, State Rights, etc., under the privileges of *letters patent* to Railroad Companies, Iron Founders, and others interested in the works to which the same relate. Companies reconstructing their tracks now have an opportunity of *improving* their roads on terms very advantageous to the varied interests connected with their construction and operation; roads having in use flat bar rails are particularly interested, as such are permanently available by the plan.

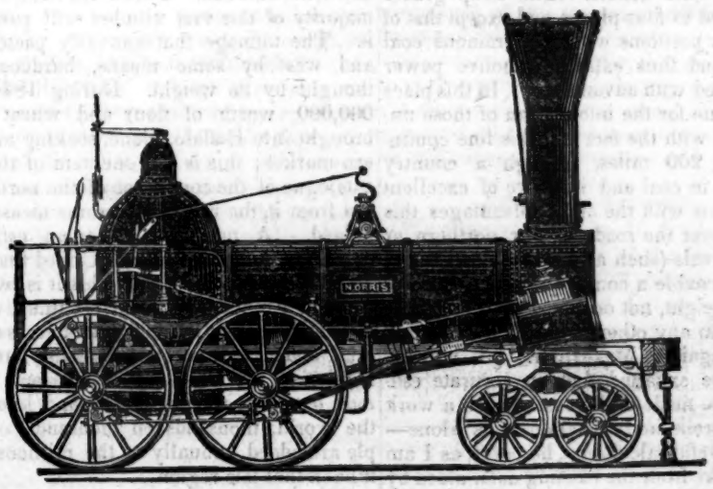
W. Mc. C. CUSHMAN, *Civil Engineer*,
Albany, N. Y.

Mr. C. also announces that Railroads, and other works pertaining to the profession, may be constructed under his advice or personal supervision. Applicaitons must be post paid.

NORRIS' LOCOMOTIVE WORKS.

BUSH HILL, PHILADELPHIA, Pennsylvania.





MANUFACTURE their Patent 6 Wheel Combined and 8 Wheel Locomotives of the following descriptions, viz:

Class	1,	15	inches	Diameter of	Cylinder,	× 20	inches	Stroke.
"	2,	14	"	"	"	× 24	"	"
"	3,	14½	"	"	"	× 20	"	"
"	4,	12½	"	"	"	× 20	"	"
"	5,	11½	"	"	"	× 20	"	"
"	6,	10½	"	"	"	× 18	"	"

With Wheels of any dimensions, with their Patent Arrangement for Variable Expansion.

Castings of all kinds made to order: and they call attention to their Chilled Wheels for the Trucks of Locomotives, Tenders and Cars

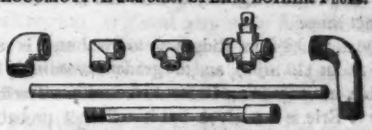
NORRIS, BROTHERS.

TO RAILROAD COMPANIES AND BUILDERS OF MARINE AND LOCOMOTIVE ENGINES AND BOILERS.

PASCAL IRON WORKS.

WELDED WROUGHT IRON TUBES

From 4 inches to ¼ in calibre and 2 to 12 feet long, capable of sustaining pressure from 400 to 2500 lbs. per square inch, with Stop Cocks, T's, L's, and other fixtures to suit, fitting together, with screw joints, suitable for STEAM, WATER, GAS, and for LOCOMOTIVE and other STEAM BOILER FLUES.



Manufactured and for sale by
MORRIS, TASKER & MORRIS.
Warehouse S. E. Corner of Third & Walnut Streets,
PHILADELPHIA.

RAILROAD IRON.—THE MARYLAND AND NEW YORK IRON AND Coal Company are now prepared to make contracts for Rails of all kinds. Address the Subscriber, at Jennon's Run, Alleghany County, Maryland.
WILLIAM YOUNG,
jy451m President.

TO IRON MASTERS.—FOR SALE.—MILL SITES in the immediate neighborhood of *Bituminous Coal* and *Iron Ore*, of the first quality, at Ralston, Lyoming Co., Pa. This is the nearest point to tide water where such coal and ore are found together, and the communication is complete with Philadelphia and Baltimore by canals and railways. The interest on the cost of water power and lot is all that will be required for many years the coal will not cost more than $1 to $1 25 at the mill sites, without any trouble on the part of the manufacturer; rich iron ore may be laid down still more cheaply at the works; and, taken together, these sites offer remarkable advantages to practical manufacturers with small capital. For pamphlets, descriptive of the property, and further information, apply to Archibald McIntyre, Albany, to Archibald Robertson, Philadelphia, or to the undersigned, at No. 23 Chambers street, New York, where may be seen specimens of the coal and ore.

W. R. CASEY, *Civil Engineer*,

VALUABLE PROPERTY ON THE MILL Dam For Sale. A lot of land on Gravelly Point, so called, on the Mill Dam, in Roxbury, fronting on and east of Parker street, containing 68,497 square feet, with the following buildings thereon standing.

Main brick building, 120 feet long, by 46 ft wide, two stories high. A machine shop, 47x43 feet, with large engine, face, screw, and other lathes, suitable to do any kind of work.

Pattern shop, 35x32 feet, with lathes, work benches, &c.

Work shop, 86x35 feet, on the same floor with the pattern shop.

Forge shop, 118 feet long by 44 feet wide on the ground floor, with two large water wheels, each 16 feet long, 9 ft diameter, with all the gearing, shafts, drums, pulleys, &c., large and small trip hammers, furnaces, forges, rolling mill, with large balance wheel and a large blowing apparatus for the foundry.

Foundry, at end of main brick building, 60x45½ feet two stories high, with a shed part 45½x20 feet, containing a large air furnace, cupola, crane and corn oven.

Store house—a range of buildings for storage, etc., 200 feet long by 20 wide.

Locomotive shop, adjoining main building, fronting on Parker street, 54x25 feet.

Also—A lot of land on the canal, west side of Parker st., containing 6000 feet, with the following buildings thereon standing:

Boiler house 50 feet long by 30 feet wide, two stories.

Blacksmith shop, 49 feet long by 20 feet wide.

For terms, apply to HENRY ANDREWS, 48 State st., or to CURTIS, LEAVENS & CO., 106 State st., Boston, or to A. & G. RALSTON & Co., Philadelphia. ja45

CYRUS ALGER & CO., South Boston Iron Company.

Sunbury, Erie and Pittsburgh Railroad.

The following article published in a recent number of the United States Gazette contains matter of interest in relation to the proposed railroads from Philadelphia to Erie and to Pittsburgh.

This plan proposes a line in common, "a main stem," from Philadelphia to Ridgeway in Elk county —that is the Reading and other roads in continuation—and from Ridgeway to Erie and to Pittsburgh distinct lines.

The distance from Ridgeway to Pittsburgh is said to be about 110 miles, and the grades exceedingly favorable, not exceeding 13 feet to the mile. The distance to Erie is not given but it will not probably vary much from 120 miles.

About 200 miles of this line passes through a region abounding in bituminous coal and iron of the best quality, from which it may always have both business and fuel.

We give this communication entire, long as it is, in connection with the proceedings of a meeting held at Toledo, Ohio, on 25th October and another at Cleveland, on the 8th inst., in relation to a railroad from Buffalo, along the south shore of lake Erie, through Erie, Cleveland, Sandusky, and Toledo to Chicago. These projects are intimately connected, and may well be grouped, and considered together. They are of *vast* importance to the regions of country through which they pass, and which they connect, and deserve, as they will *most surely* receive the early and decided action of all parties interested.

Philadelphians and particularly those engaged in commercial business, must be convinced of the want of a connection with the lakes of the northwest and the Ohio river of the west, by some means. Business is flowing eastward. New York and Boston during all the commercial convulsions of the few past years, have not neglected to keep the avenues of trade in "perpetual motion" but have also formed new throughfares through which the rich and varied products of the west are poured into their markets, in vast quantities, adding largely to the wealth of thousands in their cities, and to the states of which they are the metropolis.

We commend their vigilance, but why should Philadelphia be so lethargic? It is a fact, that her commerce is annually decreasing by reason of the energy of N. York and Boston and Baltimore, in furnishing a cheap and speedy means of transportation, to and from the great west. Philadelphians open your purses, open your eyes to your geographical position, take the map of your state, in your hands and examine the route of the railroad that heads this article—Philadelphia and Pottsville are joined by a railroad, not equalled in the United States for permanency, and soon will be by a canal admitting steam vessels of two hundred tons burden. Pottsville at a small cost can be connected with Sunbury, by finishing the Danville and Pottsville railroad. From Sunbury the route of the Erie and Pittsburgh railroad, passes up the West Branch of the Susquehanna (at Williamsport uniting with the Elmira railroad) to the mouth of the Sinnemahoning, up this river to the head of Elk creek, down Elk to Jacob's Mill, one mile above Ridgeway, situated at the confluence of Elk creek and Clarion river—at this point, a branch to Pittsburgh might diverge which would be about 110 miles long, descending the whole distance, and having no grade exceeding 12 feet in a mile. From Ridgeway the line to Erie passes up the valley of the Clarion to Johnsonburg, and then takes the west fork and continues to its head, which rises near the south branch of the Teonista—from thence following the Teonista to Cranberry swamp from which the water flows into Teonista creek, and also into the Allegheny river two miles above Warren. At Warren the Allegheny is crossed and followed to the mouth of the Brokenstraw—up the valley of this stream and its tributary Harris creek, to a summit between it and Mills' branch of French creek. The line then continues down this to Big French creek, and by the valley for three miles to Le Boeuff creek near Waterford, and from this in nearly a straight line to Le Boeuff summit, at the head of Walnut creek, flowing into lake Erie, from which summit it descends to lake Erie harbor by an easy grade.

Of this route Mr. Miller, engineer of the Sunbury and Erie railroad, in his report to the managers says:—"It appears that the whole distance from Sunbury to Erie is 283 miles, and in this distance are five summits, two of which, Cranberry swamp and Le Boeuff are of small consequence; that the total amount of rise and fall from the surface water of lake Erie, to that of the Sunbury dam is 4301 feet—all of which may be advantageously overcome by locomotive power, and that it is in no case necessary to increase the length of the line to attain this rate of acclivity; that on 5-6ths of the road, no grade exceeds 33 feet per mile, on 3-4ths none exceed 20 feet per mile, and on 2-3ds none over 12 feet per mile occurs. The steep grades are confined to four places, and except that of Erie are in positions where bituminous coal abounds, and thus extra locomotive power may be used with advantage." In this place we will state for the information of those unacquainted with the fact that this line continues about 200 miles, through a country abounding in coal and iron ore of excellent quality—this with the other advantages this route has over the roads of our northern or southern rivals (such as a shorter and easier road) will enable a company to carry passengers and freight, not only cheaper but more rapidly than any other in the United States. We refer again to Mr. Miller. "It will not of course be expected that, an accurate estimate can be made of the cost of such a work from the preliminary examinations alone—from as careful calculation, however, as I am able to make from the existing data, aided by experience I have had in constructing similar works in a similar country. I believe that in order to finish it with a double track of heavy iron rails including turnouts, stations, warehouses, machine shops, land damages and engineers' expenses, the sum of $9,508,000, or $33,000 per mile will be required." The cost of a single track with turnouts and all contingencies at this rate would be about $7,000,000. The branch to Pittsburgh would be for the extra distance through a bituminous coal region, and the rich iron country of western Pennsylvania. This road at $33,000 per mile will cost $4,950,000, or a single track, about $3,000,000. Mr. Miller estimates that 100 passengers carried daily for 340 days in a year, in each direction at a toll of two cents a mile, and 50,000 tons of freight each way per annum, at two cents per ton per mile, will pay the repairs and superintendence, and yield an income of more than 8 per cent. on the investment, supposing no profit whatever be made on transportation.

The advantage of this connection over all other routes, is *that there are no steep grades*, no *short curves*, no *high bridges*, cheap fuel, by reason of the abundance of mineral coal—and that Philadelphia may thus be connected with the lakes and Pittsburgh—and thus secure a share of their commerce, by less railroad than any other route; to connect Sunbury with Erie, will require 283 miles, branch to Pittsburgh by Sinnemahoning—110 miles —together 393 miles. What if this distance is a few miles greater than the Juniata route, still it will require less road to be made to connect Philadelphia with both Pittsburgh and the lakes, and less money than to complete that one connection.

Any one acquainted with the resources contiguous to our northwest lakes, and large rivers of the west, will not doubt a moment that the trade and travel pouring into this road, will fully compensate the stockholders, who embark in the enterprize. It is estimated that 800,000 passengers are now annually passing between the eastern and western states, of this number an able writer in the "Railway Journal" states, 400,000 pass through Buffalo, the remainder seek the east by the line on the Monongahela, and the Baltimore and Ohio railroad. Finish this road, and the majority of this vast number will pass over it. The tonnage that annually passes east and west by some means, burdens even thought by its weight. During 1844, $8,000,000, worth of flour and wheat were brought into Buffalo, alone, seeking an eastern market; this is but one item of the vast catalogue of the commerce of the northwest, but from it, the rest can, in some measure be judged. A northern statesman estimates "the lake region within the United States, at 280,000 square miles, and adds it is twice as large as France, and about six times that of England, having 180,000,000 of acres arable land, and a large part of surpassing fertility." Bordering the Ohio and Mississippi, is the most extensive tract of fertile land known in the world, thousands on thousands of people are added annually to the millions who inhabit that fair region

Who can conceive the prospective extent of that population, who can conjecture the amount in tons, or the value in dollars of the commerce between that population and the east. Going east we shall have the surplus produce of 12,000,000 busy and industrious people. Going west, we shall have all the luxuries and necessaries for that population. Those of the east will get their bread from the west, and we of the east will supply their wearing fabrics and other products of every sort, of every mechanic and manufacturer.—

This commerce and the multitude who must travel in consequence, we will say will seek this route, because it is the nearest to the Atlantic, of any practicable way, grades easier, fully as cheap, and all tending to furnish speedy and low transit. There is 2400 feet less rise and fall than on the New York and Erie railroad, our northern rival, and about 4000 feet less than the Baltimore and Ohio railroad, our southern rival for the Ohio trade; we have no grades but those admitting locomotives with heavy trains, and without extra power, while our rivals will be compelled to have their road over the steepest of ours, 33 feet per mile.

It is said Philadelphians have never known the value of their position in regard to the west, and that generally little is known of the importance of that trade: this should not be, now is the time to secure to this city, commerce without stint, a trade that during this generation will realize more wealth to Philadelphia and the people of our state by ten times than the cost of the means by which it is to be secured.

Atmospheric Railway.

We find the following remarks, in relation to experiments made on the Croydon railway, in the London Railway Record of 1st inst. They are, we think, well calculated to convince those who have been sceptical—and may possibly induce those, who have been compelled to acknowledge the advantage of the system, on high grades and short lines, to think that possibly they may, after all, yet be brought into use on "long lines," as well as short ones.

We shall endeavor to keep our readers apprised of the progress of the system.

The Croydon Atmospheric Railway.

The Croydon atmospheric railway, which last week was specially worked for that portion of the community most interested in railway matters, has been continued at work daily, and the public at large have been allowed to gratify their curiosity by travelling with trains at stated periods of the day.

The result of all the workings which have hitherto been considered by the company and Mr. Samuda as experimental, for the purpose of training the men in the efficient discharge of their duty, has been of the most satisfactory nature. As far as the *public case* is concerned, the matter is now set at rest. The far superior speed, the increased luxury of travelling, and the absence of all apprehension of danger during the rapid transit of trains, must determine that point.

The local circumstances of the line are peculiarly favorable for the institution of a comparison between the rival modes of locomotion; and the engineer of the atmospheric line has availed himself of that circumstance to satisfy the public *practically* of the superiority of his system over that of his rival.

We allude to the fact of the Dover and Brighton railways running parallel to the Croydon atmospheric line for nearly the whole of the distance at present worked; thus affording the locomotive and atmospheric trains an opportunity of running side by side.

To catch or overtake "an express" train, which only one month since would have been regarded as a fable, is now the almost daily practice on the atmospheric line.

The usual plan of operation is for the atmospheric train to remain at rest until the quick train of the rival line has passed at full speed, and then getting into motion from a state of rest, the atmospheric train finds but little trouble in outstripping the other. These "racing" trains have continued the trial of their strength during the whole of the past and present week, and must by this time have satisfied those who have watched the result, that the superior speed claimed for the atmospheric has been in no way overstated by its advocates. On Thursday last a trial of speed took place between the Dover quick train, consisting of five passenger coaches, drawn by the "White Horse of Kent" (a most powerful locomotive engine, made by Stephenson & Co., and regarded as the pattern card of engines supplied from that celebrated locomotive manufactory,) and an atmospheric train, consisting of seven passenger coaches. The atmospheric slacked its speed and allowed the locomotive train to pass at full swing, and then taking up the chace, passed its adversary in less than two miles, and continued its course till its fiery friend was lost sight of in the distance!

The comfort is as prominent a feature as the speed; and ladies, instead of dreading the open carriages, as on locomotive lines, are to be found riding in the leading carriages of the train, so free from all annoyance is even this exposed situation on an atmospheric line.

The result of the application of the atmospheric system on this railway is one of such deep interest to shareholders, and the advantages of the system, and beneficial influence it will exert on railway property, so little understood generally, that we shall take another opportunity of entering on these matters more fully. In the mean time we recommend all interested in railways to go and see and judge for themselves.

Cattawissa Railroad.

We perceive, says the U. S. Gazette, that there is to be a meeting of the stockholders of the Cattawissa railroad company, in this city on the first day of December, on the subject of the road, its *means*, location and probable advantage. The Blumesburg Democrat says:

"We understand that the stock has lately changed hands, and that the road is soon to be completed to the Susquehanna river. The road has been purchased by a company of wealthy gentlemen on account of the intrinsic merits of its location, and as the cheapest and only feasible route from Philadelphia to the Susquehanna river, and from thence to lake Erie, and not like other projects we wot of, for the purpose of merely advancing the interest of land speculators, stock jobbers and obscure villages, which have nothing more to recommend them than *puffs of wind*, hills, valleys, tunnels, and inclined planes. The road is already graded for about forty miles from the Susquehanna river, and requires but about nine miles more grading to connect it with the Little Schuylkill railroad, and thus make a continuous railroad from Philadelphia city to the Susquehanna river, emptying into the heart of the iron region. The company have also a charter for, and surveyed, a route up Little Fishing creek, to Williamsport, a distance of about forty miles, which passes through a valuable iron and coal region, without any very deep cuttings, tunnels or inclined planes. This portion is to be commenced as soon as the road is completed to the river at Cattawissa.

This road, if we understand the matter, is designed to connect the little Schuylkill railroad with the Susquehanna at, or near, the mouth of Cattawissa river, and it will thus be nearly parallel to, and not very distant from, the Pottsville and Danville railroad—but in no way competing with it for the *coal* trade, we believe, as it penetrates another range of valleys, north and west from Port Clinton, on the Reading road, and to which it will become an important feeder.

Wabash and Erie Canal.—At a public meeting of the citizens of Evansville, Ind., on the 4th inst., resolutions were adopted expressing their sense of the great importance to the citizens of Indiana of the early completion of the Wabash and Erie canal, and urging upon the legislature the adoption of such measures as will secure the desired effect. Also the following resolution was adopted:

Resolved, That the interest of our foreign bondholders, is inseparably connected with our own; and that if, by the payment of 2 per cent. interest on the present indebtedness of the state, they will advance to her a sum sufficient to complete this work, and take the proceeds of the canal, or the lands given by congress, for its completion, as their security for the repayment of the loan, this meeting do earnestly recommend such plan to the consideration of the legislature; as by its adoption, the general welfare of the state, can be certainly and permanently secured, and her honor placed above reproach.

River Railroad.—We understand [says the Westchester Herald] that the engineers under the direction of John B. Jervis, Esq., are actively prosecuting their labors on their work, and have reached this county on the east bank of the river—with very favorable prospects of an easy and successful route for the proposed road.

The Harlem company's contractors are also engaged in breaking ground on their route as far north as Putnam line; and are locating their laborers.—We shall note the progress of each company as they advance.—*Poughkeepsie Telegraph.*

We learn from the Belknap Gazette that the directors of the B. C. and M. railroad are receiving proposals for the grading and masonry of the entire road from Concord to Wells river, and are hoping to be able to close favorable contracts very shortly for the whole work. Several companies are ready to contract on very favorable terms.

Atlantic and St. Lawrence Railroad.—We learn that letters are received here by the last steamer, announcing that the subscription to the stock of the Canadian part of the road, was nearly completed, and the advance paid.

The annual meeting of the Wilmington and Raleigh [N. C.] railroad company was held on the 13th inst. The receipts of the year ending 1st October, 1845, were as follows:

From railroad	$161,484 11
" steamboats	127,009 34
	288,493 45
The expenditures were	212,094 20
	76,399 25

Governor Dudley was re-elected president, and consented to serve.

ENGLISH RAILROAD SHARE-LIST.

NAME OF RAILWAY.	Miles opened.	Total sums, in pounds, authorized to be raised by shares.	Total sums, in pounds, authorized to be raised by loan or mortgage.	Total sums, in pounds, expended at dates of latest balance sheets.	Cost of working, in pounds, for six months as stated in latest balance sheets.	Total earnings, in pounds, for six months as stated in latest balance sheets.	Dividend at last meeting. Per share. £	s.	d.	Per cent. per annum. £	s.	d.	Paid on share.	Value of share.
Arboath and Forfar	15	102,000	35,000	138,870	.....	.....	0	12	6	2	10	0	25	20
Birmingham and Gloucester	55	1,187,500	407,336	1,500,806	39,261	53,203	1	5	0	2	10	0	100	100
Brandling Junction	23	161,700	365,470	481,452	.....	.....	.....			4	10	0	50	54
Bristol and Gloucester	37½	400,000	211,000	657,825	.....	.....	.....			nihil.			30	59
Chester and Birkenhead	14½	750,000	143,170	518,980	5,856	13,148	0	10	0	2	0	0	50	60
Dublin and Drogheda	31	450,000	150,000	582,254	.....	.....	.....			nihil.			60	115
Dublin and Kingston	6	200,000	152,200	349,736	.....	.....	9	0	0	9	0	0	100	251
Dundee and Arbroath	16½	100,000	49,445	153,416	2,989	6,993	1	5	0	5	0	0	25	36
Durham and Sunderland	18½	169,350	124,055	270,392	9,889	17,702	.....			nihil.			50	25
East County and North and East	86½	4,443,200	1,341,155	3,931,905	47,385	118,726	1	6	6	.....			45	57
Edinburg and Glasgow	46	1,125,000	375,000	1,649,523	29,429	55,866	1	5	0	5	0	0	50	78
Glasgow, Paisley and Ayr	51	937,500	.....	1,071,258	12,446	36,736	1	5	0	5	0	0	50	72
Glasgow, Paisley and Greenock	22½	650,000	216,666	797.643	11,830	23,447	0	5	0	2	0	0	25	21
Grand Junction	104	2,478,712	.....	2,503,671	84,309	195,080	5	0	0	10	0	0	100	239
Great North of England	45	969,000	581,017	1,307,487	12,201	36,189	3	0	0	6	0	0	100	230
Great Western	221½	4,650,000	3,679,343	7,445,689	143,279	440,046	4	0	0	8	0	0	80	215
Hartlepool	15½	438,000	155,540	719,205	.....	.....	.....			8	0	0	100	...
Leicester and Swannington	16½	140,000	.....	140,000	2,207	6,317	1	5	0	5	0	0	50	...
Liverpool and Manchester	32	1,209,000	497,750	1,785,000	64,885	141,252	5	0	0	10	0	0	100	214
Llanelly	27	200,000	44,000	221,624	.....	.....	1	0	0	2	0	0	87	...
London and Birmingham	202½	6,874,976	1,928,845	6,614,005	96,413	456,997	5	0	0	10	0	0	100	245
London and Blackwall	3½	804,000	266,000	1,768,851	15,978	23,870	0	3	0	1	10	0	16	10
London and Brighton	56	1,935,000	705,000	2,637,753	30,490	130,156	1	10	0	6	0	0	50	77
London and Croyden	8½	550,000	229,000	761,885	7,583	10,545	0	8	0	4	0	0	14	23
London and Greenwich	3½	759,383	233,300	1,040,930	15,193	28,933	.....			nihil.			13	11
London and South Western	92½	2,222,100	630,100	2,604,405	89,439	190,631	2	0	0	10	0	0	41	82
Manchester and Birmingham	31	2,100,000	690,586	1,923,699	15,397	58,162	1	0	0	5	0	0	40	62
Manchester and Bolton	10	778,100	197,730	773,743	8,585	21,140	2	2	0	4	10	0	93	169
Manchester and Leeds and Hull	87	2,937,500	1,943,932	3,921,593	46,653	156,761	.....			8l. & 10l.			60	170
Midland railway	179½	5,158,900	1,719,630	6,279,838	75,227	276,129	3	0	0	6	0	0	100	192
Newcastle and Carlisle	61	878,240	188,563	1,135,069	26,499	46,745	5	0	0	5	0	0	100	113
Newcastle and Darlington	23	500,000	.....	405,728	.....	.....	1	0	0	8	0	0	21	56
Newcastle and North Shields	7	150,000	153,876	309,629	8,943	18,466	.....			6	9	0	50	69
North Union	39	739,201	308,306	1,028,593	24,788	37,794	2	10	0	6	5	0	100	176
Paris and Orleans	82	1,600,000	400,000	1,978,415	.....	.....	0	16	0	8	0	0	20	45
Paris and Rouen	84	1,440,000	.....	.....	31,247	91,171	.....			8	0	0	20	40
Preston and Wyre	19	830,000	179,852	355,161	4,191	7,066	.....			4	0	0	50	32
Sheffield and Manchester	19	1,150,000	311,759	951,455	11,895	14,876	.....			nihil.			87	135
South Eastern	88	2,996,000	1,530,277	3,464,172	69,288	139,042	.....			3	1	4	33	48
Taff Vale	30	465,000	195,000	595,089	9,115	22,692	1	17	7	3	15	0	100	104
Ulster	25	519,150	20,000	348,626	5,401	13,856	0	15	0	5	1	8	32	52
Yarmouth and Norwich	20½	187,500	62,500	230,036	5,186	10,008	1	0	0	5	0	0	20	29
York and N. Mid. and Leeds and Selby	28	1,062,500	167,500	1,107,146	31,349	75,474	2	10	0	10	0	0	50	115

NEW AND PROPOSED RAILWAYS.	State Capital.
Aberdeen	1,600,000
Barnsley Junction	200,000
Belfast and Ballymena	385,000
Blackburn and Accrington	400,000
Birk. and Ches. Junction	1,000,000
Bolt., Wigan and Liverpool	800,000
Caledonian	1,800,000
Cambridge and Lincoln	1,250,000
Chatham and Portsmouth	5,000,000
Chester and Wrexham	120,000
Churnet valley	1,800,000
Direct Northern to York	4,600,000
Dublin and Belfast	950,000
Dundee and Perth	250,000
Edinburg and Northern	800,000
Ely and Bedford	270,000
Glosgow, Dum. & Carlisle	1,300,000
Gt. South and West Ext.	1,200,000
Gt. Grimsby and Sheffield	600,000
Harwich and E. coun. Jun.	160,000
Huddersfield & M. rl. & cl.	600,000
Kendal and Windermere	125,000
Leeds and Dewsbury	100,000
Leeds and Thirsk	800,000
Liv. Ormskirk and Preston	600,000
London and Portsmouth	1,750,000
London and York	5,000,000
Londonderry & Enniskillen	500,000
Lynn and Ely	200,000
Manchester, Bury and Ross	300,000
Manchester and Buxton	250,000
Mullingar and Athlone	.....
Newcastle and Berwick	700,000
Richmond & W. End Junc.	.....
Scottish Central	700,000
Sheffield and Lincolnshire	650,000
Shrewsbury and Gd. Junc.	400,000
Shrew. Wolv. Dudly & B.	900,000
Trent Valley	900,000
West London Extension	64,000
West Yorkshire	1,000,000
Whitehaven and Maryport	100,000
FRENCH RAILWAYS.	
Boulogne and Amiens	1,500,000
Central of France	1,280,000
Lyons and Avignon	2,400,000
Orleans, Tours & Bordeaux	2,000,000
Paris and Lyons	2,500,000
Paris and Orleans	1,600,000
Paris and Rouen	1,400,000

ENGLISH STEAM AND MISCELLANEOUS COMPANIES.

Steam and Miscellaneous.

NAME OF COMPANY.	Num. of shares.	Am't. of share.	Amount paid.	Div. p.c. per ann.	Last price.	Present price.
Anglo Mexican Mint	10,000	10	10	.....	15⅞	15⅞
Anti Dry Rot	10,000	.....	18½	.....	2	.....
Australian Trust Company	5,700	100	35	.....	34½	.....
General hteam Navigation	20,000	15	14	10	27½	27
Gt Western Steam Pa	.....	.....	100	.....	25	.....
Metropolitan Wood Pav	15,000	10	6	5	6¾	.....
Patent Elastic Pav	10,000	1	1	5	1¾	.....
Peninsular and Oriental	11,493	50	50	7	64¾	65
Ditto	3,200	50	40	7	.....	.....
Polytechnic Institution	.....	.....	.....	6	.....	.....
Reversionary Int. Soc	5,387	100	100	4½	104	104
R. Mail Steam Packet	15,000	100	60	.....	36½	37
South Western Steam	4,000	25	5	.....	.....	.....
Ship Owners' Towing	3,000	10	7½	10	15	.....
Thames Tunnel	4,000	50	50	.....	.....	.....
University College	1,500	100	100	.....	.....	.....

Canals.

Ashby de la Zouch	1,432	113	av.	4	70	70
Barnsley	720	100	100	14	180	180
Birmingham, 1-16 share	3,000	118¾	79	10	150	160
Do. and LiverpoolJunction	4,000	160	100	.....	13½	13½
Coventry	500	100	100	20	365	365
Cromford	460	do.	do.	24	250	250
Derby	600	do.	do.	9	105	105
Erewash	231	do.	do.	32	440	440
Forth and Clyde	1,297	400½	40½	4	440	440
Grand Junction	11,600	100	100	7	162	161½
Grand Surrey	1,500	do.	do.	.....	20	.....
Gloucester and Rerkley	5,000	do.	do.	.....	8	8
Grantham	749	150	150	8	185	185
Lancaster	11,699	47½	47½	3	40	40
Leeds and Liverpool	2,897	100	100	34	640	640
Leicester	545		140	9	139	139

NAME OF COMPANY.	Num. of shares.	Am't. of share.	Amount paid.	Div. p.c. per ann.	Last price.	Present price.
Loughborough	70	142½	142½	70	1140	
Monmouthseire	2,409	100	100	10	160	160
Melton Mowbray	250	100	100	10	117	117
Mersey and Irwell	500	100	100	10		
Macclesfield	3,000	100	100	2½	15	15
Neath	247	100	100	17	365	365
Oxford	1,786	100	100	30	505	
Regents or Loncon	21,418	33¼	33¼	2½	25	25
Shropshire	500	125	125	6	120	120
Somerset coal	800	150	150	7½	123	123
Stafford and Worcester	700	140	140	25	480	480
Shrewsbury	500	125	125	12	230	230
Stourbridge	300	145	145	14	360	360
Stroudwater	200	150	150	19		
Swansea	533	100	100	15	240	240
Severn & Why & Rail Av.	3,762	26½	26½	5½	30	30
Trent and Mersey	2,600	50	50	65	495	
Thames and Medway	8,149	19½	19½	.....	10	10
Warwick and Birmingham	,000	100	100	10½	167	
Warwick and Napton	980	100	100	8½	122	

Water Works.

Birmingham	4,800	25	25	3½	28	28
East London	4,433	100	100	8	223	225
Grand Junction	5,500	av.	41 2-3	7½	88	90
New River L. B. Ann	1,500			2½		
Manchester and Salford	6,486	av.	30	8½	57	57
Vauxhall, lt. S. London	1,000		100	5	55	55
West Middlesex	8,294	av.	63½	6½	126	127

Docks.

Commercial Dock	1,065	100	100	3	80	
East and West India		sto.		5½	137	
London	3,238,310	sto.		4½	114½	115
St. Katharine	1,352,752	stc		5	116	171
Southampton	7,000	50	50			

AMERICAN STATE WORKS AND CANALS, ETC.

	STATE WORKS.	Length in miles.	Cost.	1843. Income.	1843. Expend.	1844. Income.	1844. Expen
N. Y.	1 Black river canal	35	1,524,967	.....	.....	.....	.....
"	2 Cayuga and Seneca	21	237,000	16,557	10,953	24,618	14,443
"	3 Champlain canal	64	1,251,664	102,308	.....	116,739	.....
"	4 Chemung	23	684,600	8,140	14,486	14,385	12,740
"	5 Chenango	97	2,420,000	16,195	15,967	22,179	15,960
"	6 Crooked lake	8	156,777	461	3,674	1,498	3,951
"	7 Erie—enlargement of	363	12,648,852	1,880,316	.....	.....	.....
"	8 Genessee valley	120	3,739,000	.....	.....	.....	.....
"	9 52 miles opened, cost $1,500,000	.....	.....	12,292	13,819	19,641	15,557
"	1 Oneida lake	6	50,000	225	2,239	621	1,636
"	11 Oswego	38	565,437	29,147	22,742	56,165	28,599
Pa.	12 Beaver division canal	25	.....	.....	.....	7,381	5,386
"	13 Delaware canal	60	.....	.....	.....	109,278	22,870
"	14 French creek	45	.....	.....	.....	.....	.....
"	15 Seneca river towing path	.....	69,276	.....	.....	381	.....
"	16 Columbia railroad	82½	4,204,969	.....	.....	443,336	205,067
"	17 Eastern division	36	.....	.....	.....	179,781	138,915
"	18 Juniata canal	93					
"	19 Portage railroad	36½	1,828,401	.....	.....	351,102	248,943
"	20 Western division canal	105					
"	21 North branch Susquehannah canal	73					
"	22 West " " "	72	.....	.....	.....	101,949	57,633
Ohio	23 Hocking canal	56	975,130	4,757	.....	5,286	4,139
"	24 Miami canal	85	1,660,742	68,640	38,826	77,844	22,341
"	25 Miami extension	105	2,856,636	8,291	.....	12,723	14,741
"	26 Miami northern division	35	322,000	.....	.....	unfin'd.	.....
"	27 Muskingum	91	1,627,318	23,167	.....	29,385	15,027
"	28 Ohio	334	4,600,000	322,754	123,398	343,711	113,210
"	29 Wabash	91	3,028,340	35,922	6,400	48,589	12,817
"	30 Walhonding	25	607,269	838	39,005	1,977	1,238
"	31 Western road	31	255,015	7,254	1,782	8,747	2,929
Ind.	32 Sundry works	.....	11,000,000	.....	.....	.....	.....
"	33 Maume canal	.....	.....	.....	.....	.....	.....
Ill.	34 Sundry works	.....	10,000,000	.....	.....	.....	.....
Mich	35 Central railroad	110	1,842,308	149,987	75,960	211,170	89,420
"	36 Southern railroad	68	936,295	24,064	7,907	60,341	70,000

The State Canals are all 4 feet deep, and the locks are 13 to 17 feet wide, and 80 to 90 feet in length.

The six millions paid to the canal fund from auction and salt duties are not included in the estimate of cost. The Genesee valley and the Black river canals require large sums for their completion, the interest of which *additional* sum is much greater than the estimated gross income of these canals when finished. The sums required to complete these two canals are $2,000,000 and $600,000, making their total cost when finished $5,553,000 and $2,409,000; an expenditure incurred on estimated incomes (admitted to be liberal,) of $39,000 and $14,000 respectively.

The total receipts from the works of Pennsylvania for 1843 were $1,019,401; for 1844 $1,164,326, and the cost about 30 millions.

The receipts for 1844 were as follows:

Canal tolls,	578,404
Railroad tolls,	252,855
Motive power,	319,590
Trucks,	13,477

of which $585,922 is from 118 miles of railroad, and $578,404 from 550 miles of canal.

The canals of Ohio are supported by a property tax of 5½ mills on the dollar. There are 853 miles of canal in the State, which yielded in 1843 $471,623, and in 1844 $515,393, the cost, 1st Jan. '43 being $15,577,233. The increase of '44 over '43 is only $43,770, though the year '44 has exhibited a greater increase throughout the country than ever before known.

These 21 millions on sundry works yield no nicome whatever.

The central railroad yields above 6 per cent., and is the only State work—the Erie canal excepted—which is able to stand alone.

	CANALS.	Length in miles.	Cost.	1843. Income. Gross.	1843. Income. Nett.	Div. per cent.	1844. Income. Gross.	1844. Income. Nett.	Div. per cent.	Value of stock.
	Blackstone	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Bald Eagle Navigation	25	400,000	.....	.....	.....	.....	.....	.....	.....
	Beaver and Sandy, (part)	.....	1,000,000	.....	.....	.....	.....	.....	.....	.....
	Charleston, (S. C.)	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Chesapeake and Ohio	184	12,370,470	47,637	.....	.....	.....	.....	.....	.....
	Conestota	12	300,000	.....	.....	.....	.....	.....	.....	.....
	Delaware and Chesapeake	13	.....	.....	.....	.....	.....	.....	.....	26
	Schuylkill	108	3,500,000	279,795	102,221	....	190,693	120,624	....	31
	Farmington	.....	.....	.....	.....	.....	.....	.....	.....	.....
	James river and Kenhawa	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Middlesex	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Port Deposit	10	200,000	.....	.....	.....	.....	.....	.....	.....
	Delaware and Raritan	43	2,900,000	99,623	53,327	....	131,491	84,455	....	.....
	Southwark	.....	300,000	.....	.....	.....	.....	.....	.....	.....
	Tide Water	45	2,900,000	.....	.....	.....	.....	.....	.....	.....
	Union	80	2,000,000	.....	.....	.....	.....	.....	.....	.....
	Morris	101	1,000,000	.....	.....	.....	.....	.....	.....	26½
	Dismal Swamp	.....	.....	.....	.....	.....	.....	.....	.....	.....

REMARKS.

We may, perhaps, at some future time be enabled to give the particulars of all these canals.

The Chesapeake and Ohio canal is not yet completed to the coal mines, hence its trifling income.

The enlargement of the Schuylkill canal has been commenced.

The Morris canal was lately sold for one million, about one-fourth of its cost.

CANADIAN CANALS.	Length in miles.	No. of locks.	Lockage in feet.	Size of locks. Length of chamber.	Size of locks. Width.	Size of locks. Depth on mitre sill.	Width of canal. Bottom.	Width of canal. Surface.	Estimate.	Expended to Sept. 1843.	Income. 1843.	Income. 1844.
				feet.	feet.	feet.	feet.	feet.				
The Welland canal	.....	.....	.....	.....	.....	.....	.....	.....	3,948,572	2,485,572	64,658	.....
Main trunk from Port Colborne to Port Dalhousie	28	31	328	150	26 1-2	8 1-2	45	81	.....	.....	.....	.....
Junction branch to Dunville	not added	1	6	150	26 1-2	8 1-2	35	71	.....	.....	.....	.....
Broad creek branch to Port Maitland	1 1-2	1	6	200	45	9	45	85	.....	.....	.....	.....
The St. Lawrence canal	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Galops and Port Cardinal	2	2	7	200	45	9	50	90	.....	.....	.....	.....
Rapid Plat	4	2	11 1-2	200	45	9	50	90	672,498	973	.....	.....
Farren's point	3-4	1	3 1-2	200	45	9	50	90	.....	.....	.....	.....
Cornwall, passing the Long Sault rapids	11 1-2	7	48	200	55	9	100	150	865,372	1,665,663	.....	.....
Beauharnois, do. Coteau, Cedars and Cascades road	11 1-4	9	82 1-2	200	45	9	80	120	1,190,087	275,426	.....	.....
Lachine, do. Lachine rapids	8 1-2	5	44 1-2	200	45	9	80	120	old canal.	400,000	29,288	.....
Elargement of do.	.....	.....	.....	.....	.....	.....	.....	.....	1,001,333	61,439	.....	.....
Total from lake Erie to the sea	12	57	525	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Chambly	66	9	74½	120	24	6½	36	60	200,000	440,000	1,409	.....

COAL COMPANIES.	Length in miles. R. rd.	Length in miles. Canals.	Cost.	'1843. Income. Gross.	'1843. Income. Nett.	Div. per cent.	1844.' Income. Gross.	1844.' Income. Nett.	Div. per cent.	Value of stock.
Delaware and Hudson	16	108	2,800,000	930,203	196,702	10	.....	.....	....	130
Lehigh	20	72	6,000,000	.....	.....	....	.....	.....	....	31

REMARKS.

AMERICAN RAILROADS.

		NAMES OF RAILROADS.	L'ngth in miles.	Cost.	Loans and debts.	Number of shares.	Paid on share	1843. Income. Gross.	1843. Income. Nett.	Div. per cent.	1844. Income. Gross.	1844. Income. Nett.	Div. per cent.	1845. Income. Gross.	1845. Income. Nett.	Div. per cent.
Maine.	1	Portland, Saco and Portsmouth	50	1,200,000	.....	.....	....	89,997	47,166	7	131,404	62,172	6	.....	.....	....
N. Ham.	2	Concord	35	750,000	.....	.....	....	.....	.....	....	.....	.....	12	.....	.....	....
Mass.	3	Boston and Maine	56	1,485,461	.....	.....	....	178,745	68,499	6	233,101	86,401	6½	.....	.....	....
....	4	Boston and Maine extension	17¼	455,703	unfin.	.....	....	.....	.....	....	.....	.....	....	.....	.....	....
....	5	Boston and Lowell	26	1,863,746	.....	.....	....	277,315	144,000	8	316,909	147,615	8	.....	.....	....
....	6	Boston and Providence	41	1,886,135	none.	18,600	100	233,388	110,823	6	282,701	156,109	6	.....	.....	....
....	7	Boston and Worcester	44	2,914,078	.....	.....	....	40,141	162,000	6	428,437	195,163	7½	.....	.....	....
....	8	Berkshire	21	250,000	not stated	.....	....	.....	17,500	7	17,737	.....	....	.....	.....	....
....	9	Charlestown branch	....	280,260	.....	.....	....	.....	.....	13	34,654	13,971	5½	.....	.....	....
....	10	Eastern	54	2,388,631	.....	.....	....	279,563	140,595	6	337,238	227,920	8	.....	.....	....
....	11	Fitchburg	50	1,150,000	just opn'd	.....	....	.....	.....	....	42,759	26,835	....	.....	.....	....
....	12	Nashua and Lowell	14½	380,000	.....	.....	....	84,079	.....	8	94,588	34,944	10	.....	.....	....
....	13	New Bedford and Taunton	20	430,962	.....	.....	....	50,671	24,000	6	64,998	24,000	6	.....	.....	....
....	14	Northampton and Springfield	.....	172,883	unfin.	.....	....	.....	.....	....	.....	.....	....	.....	.....	....
....	15	Norwich and Worcester	66	2,290,000	900,000	16,535	100	162,336	24,871	....	230,674	99,464	3	.....	.....	....
....	16	Old Colony	.....	87,820	unfin.	.....	....	.....	.....	....	.....	.....	....	.....	.....	....
....	17	Stoughton branch	4	63,075	unfin.	.....	....	.....	.....	....	.....	.....	....	.....	.....	....
....	18	Taunton branch	11	250,000	.....	.....	....	.....	20,000	8	96,687	20,000	8	.....	.....	....
....	19	Vermont and Massachusetts	.....	.....	.....	.....	....	.....	.....	....	.....	.....	....	.....	.....	....
....	20	West Stockbridge	3	41,516	200	.....	100	.....	.....	....	.....	.....	4	.....	.....	....
....	21	Western, (117 miles in Mass.,)	156	7,686,202	4,686,202	30,000	....	573,882	284,432	....	753,753	439,679	3	.....	.....	....
....	22	Worcester branch to Milbury	.....	8,431	506	.....	....	.....	.....	....	.....	.....	....	.....	.....	....
....	23	Housatonic, (10 months,)	74	1,244,123	.....	.....	....	.....	.....	....	150,000	.....	....	.....	.....	....
Conn.	24	Hartford and New Haven	38	1,100,000	100,000	10,000	100	.....	.....	....	.....	.....	6	.....	.....	....
....	25	Hartford and Springfield	25½	600,000	400,000	2,000	100	.....	.....	....	.....	.....	....	.....	.....	....
....	26	Stonington, (year ending 1st Sept.,)	48	2,600,000	650,000	13,000	100	113,889	.....	....	154,724	79,845	....	.....	.....	....
N. York.	27	Attica and Buffalo	31	336,211	.....	.....	....	45,896	7,522	....	73,248	48,033	....	.....	.....	....
....	28	Auburn and Rochester	78	1,796,342	200,000	14,000	100	189,693	112,000	....	237,667	152,007	6	.....	.....	....
....	29	Auburn and Syracuse	26	766,657	.....	.....	133½	86,291	27,334	....	96,738	52,544	6	.....	.....	....
....	30	Buffalo and Niagara	22	200,000	.....	1,500	....	.....	.....	....	.....	.....	....	.....	.....	....
....	31	Erie, (446 miles,)	.....	5,000,000	.....	.....	....	.....	.....	....	.....	.....	....	.....	.....	....
....	32	Erie, opened	53	.....	.....	.....	....	.....	48,000	....	126,020	59,075	....	.....	.....	....
....	33	Harlem	26	2,250,000	750,000	30,000	....	.....	.....	....	140,685	62,399	....	.....	.....	....
....	34	Hudson and Berkshire	31	575,613	.....	.....	50	.....	.....	....	35,029	1,789	....	.....	.....	....
....	35	Long Island	96	1,610,221	392,340	29,846	....	.....	.....	....	153,456	58,996	....	.....	.....	....
....	36	Mohawk and Hudson	17	1,317,893	400,000	10,000	100	69,948	58,780	....	79,804	45,763	....	.....	.....	....
....	37	Saratoga and Schenectady	22	303,658	.....	.....	....	42,242	3,000	1	34,666	8,455	....	.....	.....	....
....	38	Schenectady and Troy	20½	640,800	.....	.....	....	28,043	.....	....	32,646	6,365	....	.....	.....	....
....	39	Syracuse and Utica	53	1,115,897	none.	16,000	62½	163,701	72,000	....	192,061	120,992	8	.....	.....	....
....	40	Tonnawanda	43	727,332	.....	.....	....	76,227	.....	....	114,177	75,865	5	.....	.....	....
....	41	Troy and Greenbush	6	180,000	.....	.....	....	.....	.....	....	.....	.....	....	.....	.....	....
....	42	Troy and Saratoga	25	475,801	.....	.....	....	44,325	21,000	....	38,502	9,971	2½	.....	.....	....
....	43	Utica and Schenectady	78	2,168,165	none.	20,000	100	277,164	180,000	9	331,932	199,094	8	.....	.....	....
N. Jersey	44	Camden and Amboy	61	3,200,000	.....	.....	....	682,832	383,880	....	784,191	404,956	....	.....	.....	....
....	45	Elizabethtown and Somerville	26	500,000	.....	.....	....	.....	.....	....	.....	.....	....	.....	.....	....
....	46	New Jersey	34	2,000,000	.....	.....	....	.....	.....	....	.....	.....	....	.....	.....	....
....	47	Paterson	16	500,000	.....	.....	....	.....	.....	....	.....	.....	6	.....	.....	....
Penn.	48	Beaver Meadow	26	1,000,000	.....	.....	....	.....	.....	....	.....	.....	....	.....	.....	....
....	49	Cumberland Valley	46	1,250,000	.....	.....	....	.....	.....	....	.....	.....	....	.....	.....	....
....	50	Harrisburg and Lancaster	36	860,000	645,929	.....	....	.....	.....	....	.....	.....	....	77,538	9,988	....
....	51	Hazleton branch *	10	120,000	.....	.....	....	.....	.....	....	.....	.....	....	.....	.....	....
....	52	Little Schuylkill	29	900,000	.....	.....	....	.....	.....	....	.....	.....	....	.....	.....	....
....	53	Blossburg and Corning	40	600,000	.....	.....	....	.....	.....	....	.....	.....	....	.....	.....	....
....	54	Mauch Chunk *	9	100,000	.....	.....	....	.....	.....	....	.....	.....	....	.....	.....	....
....	55	Buck Mountain	4	72,000	.....	.....	....	.....	.....	....	.....	.....	....	.....	.....	....
....	56	Minehill and Schuylkill Haven	19½	396,117	25,000	7,019	50	.....	.....	12	.....	.....	12	.....	.....	....
....	57	Norristown	20	800,000	.....	.....	....	.....	.....	....	.....	.....	....	.....	.....	....
....	58	Philadelphia and Trenton *	30	400,000	.....	.....	....	.....	.....	....	.....	.....	....	.....	.....	....
....	59	Pottsville and Danville	29½	1,500,000	.....	.....	....	.....	.....	....	.....	.....	....	.....	.....	....
....	60	Reading	94	9,457,570	7,447,570	40,200	50	.....	.....	....	597,613	343,511	....	.....	.....	....
....	61	Schuylkill valley *	10	1,000,000	.....	.....	....	.....	.....	....	.....	.....	....	.....	.....	....
....	62	Williamsport and Elmira	25	400,000	.....	.....	....	20,000	.....	....	.....	.....	....	.....	.....	....
....	63	Philadelphia and Baltimore	93	1,400,000	.....	.....	....	43,043	200,000	....	.....	210,000	....	.....	.....	....
Delaw're	64	Frenchtown	16	600,000	.....	.....	....	.....	.....	....	.....	.....	....	.....	.....	....
Maryl'd	65	Baltimore and Ohio, (1st Oct.)	188	7,742,410	1,153,709	.....	....	575,235	279,402	....	658,620	346,946	....	738,603	374,762	3
....	66	Baltimore and Washington	38	1,800,000	.....	.....	....	177,227	71,691	....	212,129	104,529	....	208,813	95,094	6
....	67	Baltimore and Susquehanna	58	3,000,000	.....	.....	....	.....	.....	....	.....	.....	....	.....	.....	....
....	68	Wrightsville, York and Gettysburg	12½	500,000	.....	.....	....	.....	.....	....	.....	.....	....	.....	.....	....
Virginia	69	Greensville and Roanoke	18	284,433	37,544	2,000	100	.....	.....	....	25,368	6,074	3	.....	.....	....
....	70	Petersburg	63	969,880	63,000	7,690	100	.....	.....	....	122,871	72,898	6	.....	.....	....
....	71	Portsmouth and Roanoke	78½	1,454,171	.....	.....	....	.....	.....	....	.....	.....	....	.....	.....	....
....	72	Richmond, Fredericksb'g and Potomac	76	800,000	.....	.....	....	.....	.....	....	185,243	85,688	....	.....	.....	....
....	73	Richmond and Petersburg	22½	700,000	.....	.....	....	.....	.....	....	.....	.....	....	.....	.....	....
....	74	Winchester and Potomac *	32	500,000	.....	.....	....	.....	.....	....	.....	.....	....	.....	.....	....
N. Car.	75	Raleigh and Gaston *	84½	1,360,000	.....	.....	....	.....	.....	....	.....	.....	....	.....	.....	....
....	76	Wilmington and Raleigh *	161	1,800,000	.....	.....	....	.....	.....	....	.....	.....	5	.....	.....	....
S. Car.	77	South Carolina	136	5,671,452	.....	34,410	75	201,464	77,456	....	532,871	140,196	....	.....	.....	....
....	78	Columbia	66													
Georgia	79	Central	190½	3,000,000	500,000	22,500	100	227,532	93,190	....	328,425	180,704	....	.....	.....	....
....	80	Georgia	147½	2,650,000	.....	.....	....	248,026	158,207	....	248,096	147,523	....	.....	.....	....
....	81	Montgomery and West Point	89	500,000	170,000	.....	100	.....	.....	....	35,000	15,000	....	.....	.....	....
Kent'ky	82	Lexington and Ohio	40	450,000	.....	.....	....	.....	.....	....	.....	.....	....	.....	.....	....
Ohio.	83	Little Miami	40	400,000	.....	.....	....	.....	.....	....	.....	.....	....	.....	.....	....
....	84	Mad river	40	152,000	.....	.....	....	.....	.....	....	.....	.....	....	24,984	3,280	....
Indiana.	85	Madison and Indianapolis	56	212,000	50,000	.....	....	22,110	8,639	8	39,031	10,065	9½	.....	.....	....
Canada.	86	Champlain and St. Lawrence	15	.....	.....	.....	....	.....	12,000	....	58,000	24,000	....	.....	.....	....
.....		.....	.....	.....	.....	.....	....	.....	.....	....	.....	.....	....	.....	.....	....

Correspondents will oblige us by sending in their communications by Monday morning at latest.

PRINCIPAL CONTENTS.

AMERICAN RAILROAD JOURNAL.

PUBLISHED BY D. K. MINOR, 23 Chambers street, N.Y.

Thursday, November 27, 1845.

THE COAL TRADE—SCHUYLKILL VALLEY.

The shipments by railroad are 22,704 01 tons, and by canal 8,839 05, making 31,543 06 tons for the week.

BY RAILROAD.

From Pottsville and Port Carbon—total	367,180
From Schuylkill Haven—total	367,535
From Port Clinton—total	19,902
Total by railroad	754,619

BY CANAL.

From Pottsville and Port Carbon—total	155,900
From Schuylkill Haven—total tons	44,576
From Port Clinton	49,279
Total by canal	249,756
Total by railroad and canal	754,618

LEHIGH COAL TRADE.

Total shipments from Mauch Chunk. Lehigh coal and navigation co.		
Summit mines, - -	171,898	
Room run do., - -	67,500	237,407
Beaver Meadow railroad and coal co.,		71,011
From Penn Haven—Hazleton coal co.,		64,440
From Rock Port—Buck Mountain coal co.,		21,713
		396,571
Wyoming Coal Trade—total		178,745
Pine Grove Coal Trade.—total		44,736
Minehill and Schuylkill Haven Railroad—total tons		411,446
Mount Carbon Railroad—total tons		241,566
Mill Creek Railroad—total		85,826
Schuylkill Valley Railroad—total		103,375

[Miners' Journal.

Western Railroad.—Receipts for week ending November 15.

	1845.	1844.
Passengers	$5,767	$4,846
Freight, etc	13,515	11,723
Total	$18,282	$16,569
Net gain this week	1,713	
Net gain previously since Jan. '45	49,564	
Total gain	51,277	

Transactions of the Reading railroad for the month of October for three years:

	1843.	1844.	1845.
Business	$58,160 34	$66,476 59	$131,879 64
Coal tons	37,261	55,525	92,415

Canal Tolls.—Amount of tolls received on all the New York state canals, in each of the following years, viz:

	2d week in Nov.	*Total to 14th Nov.*
1839	$65,978	$1,542,041
1840	82,575	1,695,162
1841	74,575	1,948,751
1842	77,534	1,676,828
1843	91,693	2,016,176
1844	96,698	2,335,409
1845	144,173	2,510,131

Albany Atlas.

American Railroad Iron.—We ask the attention of our readers and especially of *railroad companies*, to the advertisement of the "*Montour Iron Company*," of which Messrs. Murdock, Leavitt & Co. are the agents.

Mr. Herron's Plan of Superstructure.—We give in this number a description and estimate of the cost of Mr. Herron's plan of superstructure with an illustration which will enable any one to understand it. We shall keep our eye upon those three miles, and our readers apprized of its performance. We should like to see more of it in use. It would be a great saving of machinery and iron.

History of the Coal Trade of the Schuylkill region, Pa. We very cheerfully give, [see advertizing columns] the card of Mr. Bannan a place in the Journal. It relates to a matter in which *this* community has an *abiding* as well as a *burning* interest, and we know of no gentleman better qualified to write its history. It will afford us pleasure to be instrumental in the sale of the work.

☞ Thanks to the friend who sent us the Logan Gazette; he will perceive, however, that we had already published the report of the superintendent and engineer.

Harlem Railroad.

We learn, by their advertisement in another column, that this company will apply to the legislature, at its ensuing session, for permission to extend their road to Albany. It is much to be desired that a road should be constructed between this city and Albany—and that the different interests should be harmonized. The subject has been a long time under consideration and discussion; one of the best charters in the country granted, amended and extended; yet little progress has been made, comparatively nothing but engineering done, and that mainly at the engineer's expense, under that charter which has now nearly expired.

Now another company comes forward and proposes to construct a road, and of course has to encounter the opposition of those having the original charter, and now, therefore, comes the contest. A word of advice to both parties—unite—*unite* your forces, gentlemen, and work together, then we shall probably have a road to Albany.

Great Western Railway, C. W.

We learn, from the best authority, that the entire stock of this company has been taken in England by a few of the leading capitalists, and that 15 *per cent.* on the entire amount, $6,000,000, has been *paid up.* That fact alone, shows that it is not, and will not be, in the hands of speculators. The stock commands a high premium in London, and is at 6 per cent. advance at Hamilton.

Arrangements are now making to commence operations by the 1st of December, and the road is to be in full operation by the autumn of 1848! This is nearly equal to the present English mode of making and furnishing an *entire* line of 92 miles in twelve months and a few days, by *one* contracting firm.

This road is to commence at Windsor, opposite Detroit, and pass through London to Hamilton, 190 miles, and then probably be continued to Fort Erie, opposite Buffalo, or to Niagara Falls direct, and pass over on a *suspension bridge*, just below the cataract—thus uniting the interests of both Buffalo and Rochester. This is a magnificent project, and it will be a fine opportunity to make a first rate investment of capital, and a beautiful display of engineering skill, and of the mechanic arts.

Virginia--Internal Improvements.

Reference has been made to a letter addressed by Col. Crozet, civil engineer, to Mr. Lyons, of Richmond, on the subject of completing the line of communication between the eastern and western sections of Virginia. The Richmond Enquirer, of Wednesday, contains that letter, and accompanies its publication with a series of remarks, from which we take the following, which appears to us both just and appropriate, and we trust that such counsels will prevail at the coming session of the legislature. Let the people of Virginia give proper attention to the cultivation of the soil, and at the same time construct suitable *main lines* for travel and transportation, and then invite northern men of enterprize to occupy their vacant lands, and join with them in the improvement of their unsurpassed water power, and the working of her rich mines, and they will soon find their affairs to wear a very different aspect. "Old Virginia" will be *herself* again, and again assume her proper relative position among the states of the union, which she has lost by the improvident course of her sons—*not* her daughters, for *they* are proverbially good managers—but which may be regained by a wise and vigorous system of cultivation and improvement of the soil, and a judicious extension of her works of internal improvement. It is only for the people of Virginia to *will* it, and then to *act* in accordance with that determination, Will they do it? We shall see. The editor says:

"The letter of Col. Crozet discloses to us the important fact, that the route to Parkersburg from Baltimore, is impracticable for all useful purposes, and that our central improvement has nothing to fear from that competition. Their railroad may strike the Ohio at Fishing Creek, which is only about six miles below the parallel of the Pennsylvania line—a point from which the competition with our route would be very little greater than that from Pittsburg.

"But whether greater or less, we would no longer enact the dog in the manger to our brethren of that portion of the state. It seems we cannot be connected with them in trade, by railroad or otherwise, as the route from Staunton to Parkersburg is also impracticable. It is idle to expect their trade to descend to the Great Kanawha—they have no improvements from the interior to that river. And if a railroad were given them to accommodate that trade, it would be a link in their desired connection with the Baltimore road.

"We see, therefore, no ground for unnecessary jealousy among the friends of improvement. The northwest, the central line and the southwest may all unite in one common cause, and with the aid of those in the east, who have always favored their views, added to such as are now daily heard to say, 'we ought heretofore to have gone for these improvements, and will no longer oppose them,' a reasonable hope may be indulged, that the ensuing session of the legislature will be characterized and chronicled in after time, as the great one in the cause of internal improvement and education."

Table of American Railroads.

The following is precisely what we wish to receive from those who have the means to detect and correct errors in this table, and we are much obliged to the gentleman who sent it to us. Will others please do likewise?

For the American Railroad Journal.

I give you the following facts as connected with the Buffalo and Niagara Falls railroad company.

Debt	$19,670 00
Paid in on each share	133 33
Whole capital	200,000 00

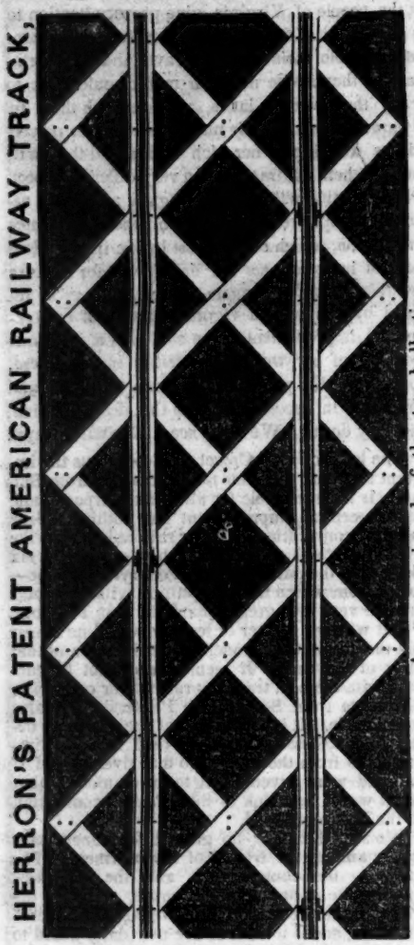
The gross earnings of the road are calculated from June to June of each year, and therefore I do not give them.

3 per cent. dividend was declared on the 1st June last, and 3 per cent. has lately been declared out of the nett earnings of the 6 months ending 3d November, the company having still on hand a reserve fund from those nett earnings. Respectfully yours.

Herron's Patent Railway Track.

For the American Railroad Journal.

The cut is a plan of the railroad track invented and patented by Mr. James Herron, C. E., as it is laid upon the Philadelphia and Reading railroad, between Valley Forge and Phœnixville. It is represented as seen before the trellis foundation was covered with earth.



The trellis, or diagonal sills, represented in white, are 3 inches thick, 8 inches wide, and 14 feet 9 inches long. These sills are of sawed white pine timber. They were laid upon the clay embankments and in the wet cuts, *without any ballasting under them;* and it will be seen, they make an angle of about forty-five degrees with the line of the rails. A second course, of the same sized sills, laid nearly at right angles on the former, make together, the latticed foundation for supporting the rails, as shown in the cut. These sills are *not* notched into each other where they cross, but are secured together, on the centre line and extremities, by two spikes driven in each crossing.

White pine and hemlock string pieces, 5 inches thick, 8 inches wide and about 20 feet long, are laid diagonally upon the latticed sills, and are united to each other at their ends, by a suitable scarfing. The string pieces were dressed to a thickness where they rest upon the intersections of the lattice; the inner side being made ¼ of an inch thinner than the outer for the purpose of inclining the surface of the rails to suit, as nearly as possible, the conical form of the wheels in use upon the road. The rails, represented by the heavy black lines, have a continuous bearing upon the string pieces, with which they regularly break joint, while the latter are evenly supported by the strongly combined elastic trellis foundation.

The rails, string pieces and trellis sills, are secured together upon this track, by ¾ inch screw bolts, two at each intersection of the lattice. And the ends of the rails are joined by chairs of wrought iron of a new design.

The fastenings used upon this track are more than fifty per cent. heavier than those Mr. H. used upon his Baltimore and Susquehanna track; but, for the generality of railways throughout the United States, the common hook spike fastening would be quite sufficient and would materially reduce the first cost of the track. Mr. Herron has, however, devised a more perfect system of adjusting fastenings than any he has hitherto put in practice, by which the rails and string pieces could be removed, replaced and adjusted, without disturbing the ballasting, or the sub-structure. Those fastenings will also afford great additional facility in the taking out, and replacing any of the trellis sills that may require it; which can be done on any of his tracks, without stopping the trade of the road, but with the more improved fastenings to the extent of the whole timber structure.

The whole of the timber used in this track underwent an antisceptic process. A solution of the bichloride of mercury being forced into the wood by a pressure of 100 pounds on the inch, the air being exhausted, by which nearly half a gallon of solution was forced into each cubic foot of timber. The strength of the solution was 1 pound of sublimate to 15 gallons of water, with the exception of 9,500 feet laid between the 28 mile post and Phœnixville prepared with a solution of only 1 pound to 30 gallons of water.

The simple soakage of timber in this solution, for a sufficient length of time, [Kyan's process] has almost universally proved successful, both in the large quantities thus prepared in England, as well as in the more limited application of it, hitherto made in the United States. And where an occasional piece of timber has been found to decay, in some of the large lots thus prepared in England, [for as yet there is no evidence of any timber *prepared with corrosive sublimate* having rotted in the United States] there is much reason to suspect that it was owing to decomposition having too far advanced in the heart of the piece at the time it was subjected to the process.

As the penetration by soakage, however, extends but little way below the surface of the timber in the generality of cases, it could not reach, and arrest, the decay in progress at the centre, hence the more effectual process of forcing the solution into the body of the timber, to perfect saturation, has been adopted by the British admiralty, and on some of the more recently constructed railways in England, as well as by Mr. Herron, who is believed to have made the first successful application of it, by hydraulic pressure, in the United States.

Security on this track is nearly perfect, for should an engine or car, by any means be thrown off the rails, it will not likely result in any serious damage, as the trellis sills are covered by the ballasting, leaving nothing exposed, as the cross sills are, for the wheels to "bump" upon, and thus shatter the carriages. And, as the string pieces and rails are strongly secured, they will serve as guards to keep the carriages from running off the embankments. Cases have occurred, where a car axle broke, and one or more wheels were thrown off the rails, yet the train continued on, in two instances, for more than a mile before the men upon the cars discovered it.

November 15th, 1845.—This track has now been opened to the heavy trade one year and five days, during which time *eight hundred thousand tons*, of 2240 lbs., of *coal* have rolled over it. The gross tonnage of the coal trade, cars and engines being added to the above, will make about 1,310,000 tons. And the whole *rolling tonnage*, including freight, passengers, etc., probably, 1,400,000 tons.

The excellent condition of the track at this time and the ease of motion with which the cars roll over it, are proverbial.

The quantity and cost of materials and workmanship, per mile of track, were as follows, viz:

8,633 cubic feet [103,600 ft. b.m.] of white pine at 15 2-3 cents	$1,352·55
8,633 cubic feet of timber impregnated with the bichloride of mercury, by hydraulic pressure, at 5 12-100 cents per cubic foot	442·00
7,794 lbs. of wrought joint chairs, screws caps and bolts, at 8 cents	623·52
7,575 lbs. of hook headed screw bolts and nuts ¾ inch diameter, at 7¾ cents	587·06
2,000 lbs. of Burden's 7 inch boat spikes, at 5½ cents	110·00
2,143 lbs. cast iron washers for bolts at 3 cents per pound	64·30
Cost of materials exclusive of rails	$3,179·43
93 tons of H rails, 59·2 lbs. per yard of bar at $60 per ton	5,580·00
Workmanship, constructing and laying track, about	1,000·00
Cost of one mile of Herron's patent track, No. 1	$9,759·43

The above account does not, of course, include the cost of widening the cuts and embankments, removal of slips, loose stone, solid rock, and ditching; nor the distribution of materials, straightening of damaged iron, cost of hydraulic Kyanizing apparatus; timber and other materials left, and since used upon other parts of the road, etc.

When spikes are used to secure the rails, instead of screw bolts, the cost will be very considerably reduced, and as timber may generally be had at one-third less than the above price, and as it may be preserved with chloride of zinc, the cost of No. 2 track laid with heavy iron will be from seven to eight thousand dollars per mile.

For the purpose of extending the benefits of this improvement as widely as possible, Mr. Herron has determined to render his patent charge merely nominal, by merging it in cost of construction, while the latter will be fixed, in accordance with the usual prices, at a fair moderate estimate for mechanical labor; and it will be found by comparison, to be in many cases, much lower than the prices that have been paid for the better description of tracks in use. Thus, for the construction of No. 1 track, with screw bolt fastenings, and all his more recent improvements, at the present price of labor, he will charge one thousand dollars per mile.

No. 2 track, under the same circumstances, will be constructed for eight hundred dollars per mile.

These prices may have to be slightly increased in the southern states or wherever labor is high.

Companies will thus get the benefit of Mr. H.'s engineering experience and skill in perfecting their superstructures, while it will be clearly to his interest to execute the work in the most substantial and faithful manner, that will make it in truth a PERMANENT RAILWAY.

Georgia Railroad and its Extension.

We are indebted to an intelligent friend for an interesting letter, from which we make the following extracts, in relation to the contemplated extension of the Georgia railroad. We were under the impression that the connection of the Georgia and Central roads with Alabama or the Montgomery and West Point railroad, was to be effected by a road from Griffin, or some suitable point on the Monroe road to West Point, about 65 miles—but we learn from this letter that it is contemplated to construct a railroad from Atlanta, the termination of the Georgia road, direct to West Point, about 85 to 90 miles, which will be considerably shorter than by the way of Griffin. It is also in contemplation, we learn, to construct a railroad from Macon to Columbus, and thus open an easy communication between the best cotton region of Georgia, and Alabama and Savannah. This will greatly increase the business of the Central railroad and of Savannah. It is to be hoped that both of these extensions will be speedily commenced; and also that the Western and Atlantic road will be completed to the Tennesee river, without delay. The advantage to be derived from it will be proportionably much greater than the outlay required to complete it. The writer says:

"I have no doubt of the early extension of the Western and Atlantic railroad to the Tennesee river, at Rossville [Chatanooga]. With the exception of a short tunnel of some 1200 feet, and the superstructure of a few bridges, the entire road is ready for the reception of the rails. That the continuation of this road to Nashville will be undertaken and accomplished within a few years, no one who will consider its commanding position, can for a moment question. It brings Nashville within 570 miles of the Atlantic at Charleston, and opens to us at once the heart of the great west—affording an outlet for its productions some hundred miles shorter, from the mouth of the Ohio, than by any other route to an Atlantic port.

"As commanding as the position of our road is, in reference to the trade of the west, it is not the less so in relation to the travel between the north and southwest. The great northern and southern mail now traverses the whole length of our road from Augusta to Atlanta, 171 miles, and thence is carried in stages 136 miles, via Newmas and West Point, to the head of the Montgomery railroad. It is over this route that the connection by railroad between Atlanta and the Montgomery railroad will be formed, and not by the zigzag track via the Monroe railroad that you suggest. As soon as the country has recovered entirely from the effects of its former excesses in all sorts of speculative projects, this connection—which not only affords an avenue for northern travel, but will also receive that from Tennesee to New Orleans—will be undertaken and completed. Its length will only be about 85 or 90 miles to its junction with the Montgomery and West Point railroad.

"On the north of us, the present route of the great mail and travel is circuitous, and encounters occasional delays unavoidable upon ocean navigation. These difficulties it has been proposed to overcome, either by a road from Waynesboro' on the Wilmington and Weldon railroad, by Fayetteville, Cheraw and Camden to the South Carolina railroad at Gadsden, or by a continuation of the Raleigh road to the same point."

The "old north state" must be aroused to action on this connection between her works and those of South Carolina. It will never do to have such a break in *such a line.*

For the American Railroad Journal.

Mr. Editor. A London paper states that the Atmospheric railway system has of late been so greatly improved by Pilbrow, that new roads in Great Britain, to the extent of one thousand miles, are about to be constructed on his plan.

Your Journal has published from time to time notices of atmospheric railways; but neither in it nor elsewhere have I seen any account of the cost of their construction. Have you any such information in your possession? If so, its publication would doubtless interest many of your readers.

Enquirer.

You noticed, some time ago, the receipt from F. O. J. Smith, of a book called "Vocabulary for secret correspondence, by means of the electro magnetic telegraph." Is the work for sale in this city?

If "*Enquirer*" will examine the volume of the *Railroad Journal* for last year, 1844, he will find a very full description of the atmospheric railway as then in use on the Kingston and Dalkey road, with illustrations and estimates of cost for constructing and working, as compared with the other mode in use. He will also find copious extracts from the report of the committee appointed by parliament to investigate the merits of the system. Indeed, the space devoted by us last year to this new mode of working railways, was greater than many thought profitable; yet we were of the opinion that it should be thoroughly understood by all who are interested in railroads, that it might be exploded if a humbug—and adopted if superior in point of economy and safety to the locomotive system.

Great improvements, however, are said to have been made, both in the construction and working of the system, since last year, of which we shall endeavor to give some account before long.

The description given by us last year was from Mr. Samuda, one of the patentees, and may therefore be supposed to be put in the most favorable light—but we have now before us the report of M. Mallet, a French engineer, who visited Kingston for the purpose of making experiments. His report was decidedly in favor of making experiments in France.

We shall probably be able soon to give the result of recent experiments on a more extended scale, we hope on the arrival of the next steamer.

In relation to the "vocabulary of secret correspondence," we cannot say whether or not they are for sale in this city. They were, we believe, printed by order of congress.

Canal Tolls for October 1845.—The editor of the Albany Atlas will please accept our thanks for his attention to our request, that he would add to his monthly statement of receipts of tolls on the different canals, a statement also of the *expenses of collection*, and send us his paper.

We have now before us the statement for October which has a column showing the expense of collection of tolls, but not of superintendence, and tending locks. Will the editor do us the further favor to add *another* column still, showing the cost of superintendence and lock tending? We desire to publish these statements regularly in the journal, as we shall be able to do from the Atlas, which we now find a regular and acceptable visitor.

There will be little trouble in making this addition, as there is just room for another column of figures, as will be seen, if fine type is used. The Atlas says "The following statement shows the amount collected for toll in the month of October on the several canals, and also the expenses of collection, that is, the amount paid to the collectors and their clerks, the canal boat inspectors, etc. The expenses of collection are retained by the collectors out of the tolls of each month and the balance of the tolls is placed to the credit of the treasurer. In the following statement, the first column shows the proceeds deposited to the credit of the treasurer for Oct.—the second shows the expenses of collectors' offices and the salaries of inspectors—the third column shows the gross amount of tolls for the month of October on all the state canals.

Erie canal	$444,470·71	$5,024·17	$449,494·88
Champlain	16,320·79	1,184·28	17,505·07
Oswego	9,828·57	412·17	10,205·74
Cayuga & Seneca	5,011·36	200·18	5,211·54
Chemung	2,024·98	201·16	2,226·14
Crooked lake	255·49	89·53	345·02
Chenango	3,938·39	12·17	3,950·56
Genesee valley	3,891·80	172·70	4,064·50
Oneida lake	25·00	41·27	66·27
Seneca river	63·29		63·29
	485,840·38	7,337·63	493,178 01

The expenses of collection on the Chenango canal are greater than given in the second column by about $150. These expenses do not include the charges for superintendence, lock tending, etc., which amount to about half a million of dollars per annum."

Railroad Meetings in Ohio.

We take from the Ohio State Journal, of 12th inst., the following account of a meeting held at Toledo on the 25th of October, for the purpose of considering the subject of a railroad from Buffalo, along the southern shore of lake Erie to Toledo, and thence to Chicago, or to some point in Illinois, with a view to its extension to St. Louis. We concur fully with the editor of the State Journal in the opinion that "this road is one of vastly greater importance than any or all others now proposed in and from the northern section of our state;" and therefore we hope to see it taken hold of with the right spirit, and prosecuted with vigor even until it reaches the Mississippi in more places than one.

The proceedings appear to have been first published in the "Toledo Blade"—an implement of war well known in the *Maumee* country, though *we* have not been gratified for many a year by a sight of its beautiful polish and exquisite edge, though we occasionally hear the sound of its high tempered metal, as it severs a limb or a head, from some luckless wight, who comes recklessly within its sweep. Possibly we may see it again—aye, and *feel* it too—its influences we mean, in favor of this important work in which so many will soon become deeply engaged. This is one of those works which cannot be allowed to rest.

At a numerous meeting of the citizens of the city of Toledo, Lucas county, Ohio, held at the old court room in said city, on the 25th day of October, 1845—Richard Mott, the mayor, was called to the chair, and Junius Flagg appointed secretary.

The object of the meeting having been explained, the Hon. H. D. Mason, the Hon. Elisha Whittlesey, and Jesup W. Scott, Esqs., thereupon offered the following resolutions which were unanimously adopted:

Resolved, That the time has arrived when a railroad, to connect the north Atlantic states with the states of the northwest, should be constructed. That the united exertions of both these great sections are required and should, without delay, be put forth for the attainment of this object. That the interests of the stockholders and of a large portion of the people along its line as well as considerations arising from love of country, require that the entire road should be made within the limits of our government; and that all

attempts, within the states, to forestall action on the route, by encouraging the construction of a road to pass through the territory of a foreign government, should be met by a determined spirit, that we will not rest until this work shall have its entire route fixed on the soil of our republic.

Resolved, That it is the opinion of the meeting, that the efforts exerted by several American citizens, and communities, to withdraw from their usual direct and national channels the products and the travel of the western and southwestern states, and to open new, circuitous and unnatural channels through the province of a foreign power, for their transit and passage, to the states and cities bordering on the Atlantic, should be counteracted, by showing to the American people the practicability and greater advantages of the route on the south shore of lake Erie for the construction of a railroad, and by showing the amount of business such road would necessarily perform; and the loss the country would sustain, if such efforts shall be successful.

Resolved, That it is expedient to appoint a committee to confer with such persons and corporations on the south shore of lake Erie as said committee shall think proper, on the subject of holding a convention in regard to the construction of a railroad from Toledo to Buffalo.

Resolved, That the construction of a railroad from Toledo, through Indiana to some point or points in Illinois, with a view to its extension to St. Louis, is demanded by the vast amount of the productions of western and southwestern states, which such an eastern market, and the travel on such routes would concentrate.

Resolved, That a committee be appointed to confer with such persons as they shall select, in regard to the western route, and collect statistical information of the business and travel on a railroad, which, when constructed, it would perform and convey on said route.

On motion, *Resolved*, That the first named committee consist of ten persons, to be appointed by the chairman. Whereupon, Jesup W. Scott, Henry Bennett, James Myres, H. D. Mason, Dan'l O. Morton, John Fitch, Ora H. Knapp, M. H. Tilden, Charles H. Williams, were appointed.

On motion of Judge Tilden, Richard Mott was appointed on the said committee.

On motion, *Resolved*, That the second committee consist of two, to be appointed by the chairman; Elisha Whittlesey and H. D. Mason were thereupon appointed.

On motion of Jesup W. Scott, Esq.,

Resolved, That a committee of three be appointed to obtain statistics of the trade of Toledo. Jesup W. Scott, Daniel Segur, and Henry Demmon were appointed.

On motion of J. W. Scott, Esq., Richard Mott was added to the last committee.

On motion, *Resolved*, That the first named committee cause the above to be published in such newspapers as they deem advisable.

And on motion, the meeting adjourned.

RICHARD MOTT, *President.*

JUNIUS FLAGG, *Secretary.*

Railroad Meeting at Cleveland.

We find in the Cleveland Herald, of 10th inst, a number, sent probably by mistake, or for *some purpose*, as we have not before in years received a number of the Herald, though we have sent the Journal to it for many months—the following account of the proceedings of a meeting held in that city on the 8th inst., for the purpose of consulting and confering in relation to the railroad from Buffalo to Toledo and Chicago.

The meeting was addressed by E. Whittlesey, of Trumbull county, and H. D. Mason, of Toledo, who had passed over the proposed route from Toledo to Michigan city, for the purpose of ascertaining the character and resources of the counties through which the line would probably pass. We give at length Mr. Whittlesey's remarks, as they are directly to the point, and may be useful to the subject under consideration.

Of the importance of this road to the people along its entire line, and to the *multitudes* who will emigrate westward, and would pass over it if finished, we entertain a deep and abiding conviction: and we would just wisper in the ear of the editor of the Herald particularly, and the people of Cleveland generally, that they must not content themselves with "spending their energies and means in 'penetrating the interior,' in connecting Cincinnati with our beautiful city." They will find that both "silver *and* gold" as well as "statistical information," and "influence and encouragement" will be required of them "in aid of the railroad along the south shore of lake Erie." There is no other place on the south side of lake Erie more deeply interested in this work, or better able to take the lead in its construction than Cleveland, and to her citizens do we look, and upon them rely, for prompt and efficient aid to it. Will they give it? We shall see.

Gentlemen, who are in favor of constructing a railroad along the south shore of lake Erie, which would ultimately connect Buffalo with the Mississippi, assembled in the hall of the common council of the city of Cleveland, on Saturday, Nov. 8th. Heman Ely, of Lorain county, was appointed president, and B. F. Wade, of Ashtabula county, secretary.

The meeting being organized, John W. Allen, of this city, called upon Elisha Whittlesey and Judge Mason to communicate what statistical information they had obtained in their late tour between Toledo and Michigan city.

Mr. Whittlesey thereupon responded in substance as follows:

That the citizens of Toledo were induced to invite a meeting of the citizens on the south shore of lake Erie, to take into consideration the propriety of renewing their efforts to construct a railroad which should ultimately connect Buffalo with the Mississippi river, from the measures which were actively prosecuted to divert the travel and the products of the west and southwest from their national channels, and turn them through the province of Upper Canada. He reminded the gentlemen present, that in 1836 a company was incorporated to construct a railroad from the east line of the state of Ohio to the Maumee river, with the right to extend it to Fort Defiance; and that a considerable sum of money had been drawn from the treasury, corresponding with the amount expended by individuals, in grading a track and laying down the superstructure of a railroad from the Maumee river to Sandusky city, and from thence to Huron; and while he had no doubt the gentlemen who had charge of the work intended to advance the public interests, he then thought, and had seen no reason for changing the opinion, that the line selected, although important as a link of the road, was the last that should have been undertaken. His object in referring to what had taken place was not to bestow any censure upon those who had charge of the work, but to find the cause for the apathy that had existed for some time past in regard to this road, in the failure to prosecute the work after it was commenced. It was known to the gentlemen present, that a company had been incorporated some years since, to construct a railroad from Toronto, on lake Ontario, to Port Sarnia, at the outlet of lake Huron, and that the British government had recently subscribed liberally towards the work; and he expressed it as his opinion that the road would be constructed, inasmuch as it would open an extensive tract of uncultivated land for settlement, and the policy of the present government now being to win the confidence of her subjects in the province referred to, by acts of kindness and liberality. This route was favorably considered by different sections of New York east of Buffalo, and different companies proposed to form connections with it, as should best advance the interests of the sections of the country they represented. In the expectation that the road would at no distant day be extended on the north side of lake Ontario to Kingston, it was proposed by one company to construct a railroad from Rome to cape Vincent, and to connect with the Canada road at Kingston. That the Canadian travel and business might be drawn to Boston, the stock for constructing a railroad from that city to Ogdensburgh had been liberally subscribed. The provincial parliament had granted another charter for a railroad from Bertie, nearly opposite to Buffalo, to Sandwich, near Detroit, and the construction of this road was favorably considered by the citizens of Buffalo. A portion of the citizens of Michigan were in favor of the last mentioned route, inasmuch as it would connect, by crossing the Detroit river, with the Central railroad in that state. They would probably prefer the Toronto and Port Sarnia route, to a route on the south side of lake Erie, and they might connect the Central railroad with it, in the vicinty of Fort Gratiot. Whatever the citizens of Canada or the present government might do to create facilities for business or intercommunication, he should witness with satisfaction; but he hoped the question would be propounded directly to the American capitalists, whether they should seek investments in a foreign province to the abandonment of a route in their own country, vastly more advantageous to them in a pecuniary point of view. He had asked gentlemen at Boston and New York to designate the trade they expected in either city from Canada, and he had not heard any one say the Canada route would bring anything

into the eastern states, except the products and passengers of the west and southwest. The time had been when Detroit and Buffalo were not so much in love with their provincial neighbors as they seemed to be at present. If the scenes of 1812 and 1813 should be again acted, those cities would again receive the protection and sympathy of their countrymen in the states. While the Canada routes could convey nothing to the states they did not receive from them, a railroad on the south shore of lake Erie would pour into the eastern cities the products of the richest portions of the globe, with a number of passengers far exceeding the conception of the most enthusiastic mind. The power of the west was beginning to be developed. In connection with the railroad on the south shore of lake Erie, and as a part of the contemplated railroad from Buffalo to the Mississippi, the citizens of Toledo had turned their attention to the section between the Maumee bay and the south bend of lake Michigan, and the same meeting that proposed a convention at this city, appointed Judge Mason and himself a committee to confer with the inhabitants on the line of the route, and to obtain such statistical statements as were important for general information. They had attended to the duty assigned to them, and had just returned. The better to see the country the route would accommodate, and from which it would draw its supply, they passed through Adrian, Hillsdale and Coldwater, to Constantine; from thence to Bristol, Goshen, Elkhart, Mishawakee, South Bend and Laporte, to Michigan city; and in returning, continued east from Bristol to Lima, in Lagrange county, and to Willow prairie, in Steuben county, and from thence to Hillsdale. It was their intention to have continued east through Williams and Lucas counties, but they expected to meet Mr. Baldwin from Boston, and have him and his party commence their examination on that portion of the line, and they hastened back to give the necessary directions.

They found the productions of the country and the staple article of wheat in particular, more abundant than they had anticipated. They were not then in possession of all the statistical tables, they hoped soon to obtain, and could not therefore go into detail—but such information and tables as they had enabled them to say that the southern tier of counties in Michigan, exclusive of Monroe, produced this year about two million bushels of wheat, and that the northern counties in Indiana, from which a railroad would draw its supply, produced more than one million nine hundred thousand bushels. There had been shipped from Michigan city, 90,000 bushels, and it was expected that two vessels would take from 10 to 12,000 bushels more, and that the navigation would close with 150,000 bushels in store, which, by the opening of navigation in the spring, would be increased to 400,000 bushels. From information received from Chicago, the spring would find stored in that city 700,000 bushels.—Storehouses and mills on the routes they passed over were groaning under their burdens, and yet, in looking at the stacks of wheat in every direction, a traveller might well doubt whether any wheat had been sent to market. The people, with very few exceptions, were determined to grade a track and lay down the superstructure of a railroad whenever they could be assured it would be covered with iron. The expense of carrying the fruits of their labor to market, was a burden too onerous for them to bear—and they anxiously look for its removal.

Sections of the country abound with iron ore, and the water power is great, almost beyond comparison. Villages are rapidly increasing, notwithstanding their insular position—and whenever the country shall be penetrated by a railroad, they will vie in number, wealth and prosperity, with the most flourishing sections of New England. A railroad across the part of the peninsula of Michigan on the route mentioned, and continued to Buffalo, would equalize the business of the country throughout the whole year, instead of its being compressed into the compass of six months, as it now is. The farmer would then take his own time for threshing his wheat for market, and the miller would find business for the whole year. The wheat would more generally be converted into flour in the country where it was raised, and an unparalleled state of prosperity for the west would be witnessed immediately. It is ascertained with tolerable certainty that the number of travellers from the lower Mississippi for the east, that ascend the Mississippi and Illinois rivers, is as great as the number that ascend the Ohio. In addition to this, the immense region of Iowa, Wisconsin, and the "far west," are to be taken into the account when estimating the travel that would concentrate on the road. No one can realize the number of emigrants on their way to the west, who has not visited the country. From Laporte to South Bend, a distance of twenty-eight miles, they met twenty-seven emigrating families. Gentlemen at Laporte who have made it their business to take notice of the emigrants and travellers that daily passed through that village, assured them, the number was equal to two hundred a day, west and east. A gentleman at Michigan city informed them that in returning lately from Chicago, he counted more than fifty emigrating families in a distance of forty miles, and this on one of two parallel roads, and at that time supposed to be the least travelled. Mr. Churchill, from Batavia, in Illinois, who arrived at Bristol the evening before they saw him, said he counted over 100 wagons with emigrants in one day. A railroad would not convey all the emigrants to the west, but a road so straight, with so low grades, and cheaply constructed, and rates correspondingly low, would be able to convey most of them, advantageously, to both parties. The question for the people on the south shore of lake Erie to solve is, will they stand still and see, as they must, unless they put forth their energies, the products of the west and southwest with their enterprizing and busy population, pass out of their own country into a foreign province in their transit to the east? When the country west of the mountains contained a population scarcely exceeding one hundred thousand, Mr. Jefferson thought it was of so much importance to have an outlet to the ocean by the Mississippi, that without the authority of law, and as he admitted, in violation of the constitution, he purchased Louisiana, and the nation sustained him. If a population of seven millions will now consent to pass the boundaries of a neighboring province to reach an eastern market, the spirit of the people is broken down. Let us ascertain what is public sentiment, by calling special and general conventions in the country bordering on this lake, and in the adjoining counties, and abide the result.

Judge Mason, of Toledo, was then called upon, and responded in a speech of great force and eloquence. He enforced and illustrated the positions taken by Mr. Whittlesey, with arguments of unusual pertinency and in language of peculiar significancy and energy, and furnished much additional statistical information. Judge Mason's speech was abundantly fortified with ascertained facts, and figures "that cannot lie"—but he marshalled them so effectively, and relieved their *dryness* and monotony with such beauty and energy of illustration, that he was listened to with exeeding interest.

Messrs. Allen and Starkweather also briefly addressed the meeting, explaining the views and actions of the citizens of Cleveland, in relation to the great work of connecting Cincinnati and Cleveland by railroad, expressing their conviction of the vital importance of the road under consideration, and tendering their aid and co-operation in directing and arousing the public attention to it.

Letters were read, from various points on the route of the proposed road, stating that the want of time, and the bad state of navigation prevented the attendance of delegates.

On motion, the following gentlemen were appointed a committee to issue circulars appointing a convention to be held at some future day, by them to be designated, viz:

Elisha Whittlesey, of Trumbull county, H. D. Mason, of Toledo, A. A. Bliss, of Loraine county, John M. Woolsey and Samuel Starkweather, of Cleveland.

On motion, *Resolved*, That the proceedings of this meeting be published in all papers favorable to the proposed work.

HEMAN ELY, *President.*

B. F. WADE, *Secretary.*

Sale of Another Railroad.

Ohio Railroad Company.—We find in the Sandusky Clarion, of the 11th inst., a notice of the board of public works of Ohio, offering to receive proposals "for the purchase of the property, right of way, permanent fixtures and chartered franchises" of the Ohio railroad company, extending the entire distance from the Maumee river to the Pennsylvania state line, or about 175 miles. The Ohio railroad was commenced, and a large amount of money expended upon it, and we believe a short distance was completed, but of this we are not sure. NOTE.—Will Wm. Durbin, Esq., or Cyrus Williams, Esq., of Sandusky city, please furnish us information in relation to the progress made upon, and the present condition of this road? All operations were, we

believe, discontinued upon it four or five years since, of course great losses will be sustained by those who furnished the capital expended in grading, piling and bridging, as it is well known that works of this kind decay more rapidly when out of, than when in, use; but as a *good road* is of more importance to the people than the dividends upon the stock, it may better be given to any company, or individual who will complete it in a proper manner, and manage it properly, than to have it remain as it is—useless and an eyesore to those who have invested capital in it.

The present is a fortunate period for putting it up for competition; and we hope it will be taken hold of by capitalists who will make all necessary arrangements this winter for commencing operations early in the spring, and then prosecute the work to an early completion; but if such a company cannot be found to purchase it, or even to take it as a *gift*, then we would recommend to the legislature of Ohio, at the coming session, to offer a *bonus* of $500,000, in three annual instalments, to the right sort of a company that will put it in successful operation within that period. It would be the best investment they could make of that amount of capital, as this road will form a *base line* with which will be connected numerous lateral roads extending westwardly to the Ohio river. If, however, the state legislature declines further aid to this important work, as we suppose it will, then we say to the people of the *twenty-five northern* counties of the state, better would it be for your prosperity to be taxed *one million* of dollars in four years than not to have this road built—if the Canadians should, as they surely will, construct one on the other side of the lake—even if you never receive a penny in the way of dividends.

The following is the notice referred to.

OFFICE OF THE BOARD OF PUBLIC WORKS,
Columbus, Oct. 30, 1845.

In pursuance of a joint resolution of the general assembly of the state of Ohio, providing "for the sale of the personal property, fixtures, right of way, etc., of the Ohio railroad company, and for other purposes," passed March 12, 1845, the board of public works will receive proposals, at their office in Columbus, until the 24th day of December next, for the purchase of the right of way, permanent fixtures and chartered franchises of said company. Proposals may be made for the whole line, extending from the Pennsylvania state line to the Maumee river, or for separate sections, as follows: 1st, for all that portion lying east of Cleveland—2d, for all that portion lying between Cleveland and the termination of the Mad river and lake Erie railroad, at Sandusky city—3d, for that portion lying between Sandusky city and Lower Sandusky, at the head of navigation on the Sandusky river—4th, for the remaining portion, lying between the Sandusky river and the Maumee river. Proposals will be received and considered for any lesser portions of said line of road than those above named.

For terms and conditions of sale, reference may be had to the joint resolution above cited.

By order of the board.

O. FOLLETT, *President.*

The following extract from the joint resolution of the general assembly, will show the conditions and terms on which the road is to be sold:

Resolved, by the general asssmbly of the state of Ohio, That the board of public works be and they are hereby authorized to sell to the highest bidder, or dispose of in the manner they shall consider most advisable for the interests of the state, after having given not less than thirty days' notice, by public advertisement of the time and place of sale, all the personal property belonging to the Ohio railroad company, that now is, or may hereafter come into the possession of said board; and said board is hereby authorized to sell or dispose of such property, on a credit of not exceeding five years, and take notes, bonds, or other evidences of debt, bearing interest, and well secured for the payment of the same; and the notes and bonds so taken shall be payable at the state treasury, and the interest thereon shall be payable annually.

Resolved, further, That said board shall, in like manner, with like credit and security, sell and dispose of the whole or part of the right of way, permanent fixtures and chartered franchises of said company; and the person or persons, or body corporate, becoming the purchaser of such permanent fixtures, right of way and chartered privileges, may exercise, use, possess and enjoy the same, or so much thereof as may be purchased, as fully as the same could have been enjoyed by the said Ohio railroad company, provided that said permanent fixtures, right of way and chartered privileges shall become forfeited to the state of Ohio if the purchaser shall not, within five years commence, and within ten years complete said road, or so much thereof as shall have been purchased by such person or persons, or body corporate, provided that the state of Ohio shall not, in any manner, be bound or pledged to furnish any means whatever for the completion of said road.

We learn, says the Baltimore American, thus far the number of boats which have ascended the Tide Water canal this year is about *four hundred* more than went up during the whole of last year. From this time to the close of navigation there will be increased activity in the business of the canal.

Railroad Iron.—Horace Gray and others are about to commence the manufacture of railroad iron in Maine, where they have a mine rf excellent hemetite ore. Our American railroads are likely to be retarded in their progress towards completion by the high price of railroad iron in England. This will also have the effect to promote the manufacture in this country. We ought not for the future import a single pound of railroad iron, having the means to manufacture it, as soon as energy can be directed to the object, in any quantity; and we should not be surprized, if in a few years, our railroad iron was exported to Europe It can be done, and can be afforded, we think, in France or Spain, at a less price than English iron now commands.

Albany and Boston Railroad.—The greatest activity prevails at East Albany at this season of the year. Extra freight trains of 20 and 30 cars are despatched day and night, but still the large mass of freight in the warehouses does not seem to diminish. There is now more flour, etc., awaiting shipment than will probably be sent away for weeks after the canal closes. This is no fault of the directors, for it is known far and near, that this is the model road of the country, presenting the greatest possible facilities for the despatch of business. We learn that the ferry boat now in use has been sold, and that the company will, during the coming winter build one of superior accommodations, which will be particularly adapted to running in the ice.—*Albany Atlas.*

Canals in the West.—How little is generally known of the extent of the public works in that region.

The new work on the Wabash and Erie canal between Lafayette and Covington, Indiana, 49 miles in length, is completed, and water has been let into it through its entire length. The entire length of continuous canal communication from Cincinnati to Covington, the southwestern terminus of the Wabash and Erie canal, is 380 miles. Including the branches the length is about 540 miles.

BOSTON AND MAINE RAILROAD. Upper Route. Boston to Portland via, Charlestown, Somerville, Malden, Stoneham, South Reading, Reading, Wilmington, Ballardvale, Andover, North Andover, Bradford, Haverhill, Atkinson, Plaistow, Newtown, Kingston, East Kingston, Exeter, South Newmarket, Newmarket, Durham, Madbury, Dover, Somersworth, South Berwick, North Berwick, Wells, Kennebunk, Saco and Scarborough.

Winter Arrangement, 1845 & 6. On and after Monday, October 20th, 1845, Passenger Trains will run daily, (Sundays excepted,) as follows, viz.

Leave Boston for Portland at 7½ a.m. and 2½ p.m. Leave Boston for Great Falls at 7½ a.m., 2½ p.m. and 3½ p.m. Leave Boston for Haverhill at 7½ a.m., 2½, 3½ and 5 p.m. Leave Portland for Boston at 7½ a.m., and 3 p.m. Leave Great Falls for Boston at 6½ a.m., 9½ a.m. and 4½ p.m. Leave Haverhill for Boston at 6½, 8½, and 11 a.m., and 6½ p.m.

Special Train.—A special train will leave Boston for Andover at 11½ a.m., and Andover for Boston at 3½ p.m.

The Depot in Boston is on Haymarket Square.

Passengers are not allowed to carry Baggage above **$50** in value, and that *personal* Baggage, unless notice is given, and an extra amount paid, at the rate of the price of a Ticket for every **$500** additional value.

CHAS. MINOT,
October 20, 1845. 43 1y *Super't.*

SPRING STEEL FOR LOCOMOTIVES, Tenders and Cars. The Subscriber is engagep in manufacturing Spring Steel from 1½ to 6 inches in width, and of any thickness required: large quantities are yearly furnished for railroad purposes, and wherever used, its quality has been approved of. The establishment being large, can execute orders with great promptitude, at reasonable prices, and the quality warranted. Address

JOAN F. WINSLOW, *Agent,*
j5a3 Albany Iron and Nail Works, Troy, N. Y.

TO IRON MANUFACTURERS. THE Subscribers, as Agents of Mr. Geo. Crane, of Wales, having obtained a patent in the United States for his process of smelting Iron Ore with Anthracite coal, and holding an assignment of the patent obtained by the late Rev. F. W. Geissenhainer, are prepared to grant licenses for the manufacture of Iron according to Mr. Crane's principle.

A. & G. RALSTON & CO.,
ja45 No. 4 Sout Fronth st., Philadelphia, Pa.

MACHINE WORKS OF ROGERS, Ketchum & Grosvenor, Patterson, N. J. The undersigned receive orders for the following articles, manufactured by them of the most superior description in every particular. Their works beingextensive and the number of hands employed beinglarge, they are enabled to execute both large and small orders with promptness and despatch.

Railroad Work.

Locomotive steam engines and tenders; Driving and other locomotive wheels, axles, springs & flange tires; car wheels of cast iron, from a variety of patterns, and chills; car wheels of cast iron with wrought tires; axles of best American refined iron; springs; boxes and bolts for cars.

Cotton, Wool and Flax Machinery

of all descriptions and of the most improved patterns, style and workmanship.

Mill gearing and Millwright work generally; hydraulic and other presses; press screws; callenders; lathes and tools of all kinds; iron and brass castings of all descriptions.

ROGERS, KETCHUM & GROSVENOR,
a45 Paterson, N. J., or 60 Wall street, N. York.

FOR SALE AT A SACRIFICE—A LOCOmotive Engine, 4 wheels and Tender. Cylinders 10 in. dia., Stroke 16 in., Cylinders inside of smoke box. Weight of engine, with wood and water, about 9 tons. This engine and tender are new, and of the best materials and workmanship. If required, would be altered to a 6 wheeled engine.

Also, 1 20-horse High Pressure Steam Engine.
2 8-horse " " "
1 Upright Hydraulic Press.

All of which will be sold low, on application to

T. W. & R. C. SMITH.
Founders and Machinists,
May 12tf Alexandria, D. C.

GEORGIA RAILROAD. FROM AUGUSTA to ATLANTA—171 MILES. This Road in connection with the South Carolina Railroad and the Western and Atlantic Road now forms a continuous line of Railroad of 360 miles from Charleston to Cartersville, two miles west of the Etowa River in Cass County.

Rates of Freight, and Passage from Augusta to Cartersville.

On Boxes of Hats, Bonnets, and Furniture per foot.....15 cts.
" Dry goods, shoes, saddlery etc., per. 100 lbs. 85 "
" Sugar, coffee, iron, hardware, etc. " 70 "
" Flour, bacon, mill machinery etc. " 33½ "
" Molasses, per hogshead $9; salt per bus...22 "

Passengers $9 50; children under 12 years of age and servants, half price.

Passengers to Atlanta, head of Ga. Railroad, $7.

German or other emigrants, in lots of 20 or more, will be carried over the above roads at 2 cents per mile.

Goods consigned to S. C. Railroad Co. will be forwarded free of commissions. Freight payable at Augusta.

J. EDGAR THOMPSON,
Ch. Eng. and Gen. Agent.
Augusta, Oct. 21 1845. *44 1y

NICOLL'S PATENT SAFETY SWITCH for Railroad Turnouts. This invention, for some time in successful operation on one of the principal railroads in the country, effectually prevents engines and their trains from running off the track at a switch, left wrong by accident or design.

It acts independently of the main track rails, being laid down, or removed, without cutting or displacing them.

It is never touched by passing trains, except when in use, preventing their running off the track. It is simple in its construction and operation, requiring only two Castings and two Rails; the latter, even if much worn or used, not objectionable.

Working Models of the Safety Switch may be seen at Messrs. Davenport and Bridges, Cambridgeport, Mass., and at the office of the Railroad Journal, New York.

Plans, Specifications, and all information obtained on application to the Subscriber, Inventor, and Patentee.

G. A. NICOLLS,
ja45 *Reading, Pa.*

GEORGE VAIL & CO., SPEEDWELL IRON Works, Morristown, Morris Co., N. J.—Manufacturers of Railroad Machinery; Wrought Iron Tires, made from the best iron, either hammered or rolled, from 1⅛ in. to 2½ in thick.—bored and turned outside if required. Railroad Companies wishing to order, will please give the exact inside diameter, or circumference, to which they wish the Tires made, and they may rely upon being served according to order, and also punctually, as a large quantity of the straight bar is kept constantly on hand.—Crank Axles, made from the best refined iron; Straight Axles, for Outside Connection Engines; Wro't. Iron Engine and Truck Frames; Railroad Jack Screws; Railroad Pumping and Sawing Machines, to be driven by the Locomotive; Stationary Steam Engines; Wro't. Iron work for Steamboats, and Shafting of any size; Grist Mill, Saw Mill and Paper Mill Machinery; Mill Gearing and Mill Wright work of all kinds; Steam Saw Mills of simple and economical construction, and very effective Iron and Brass Castings of all descripions.t
ja451y

TO RAILROAD COMPANIES AND MANufacturers of railroad Machinery. The subscribers have for sale Am. and English bar iron, of all sizes; English blister, cast, shear and spring steel; Juniata rods; car axles, made of double refined iron; sheet and boiler iron, cut to pattern; tiers for locomotive engines, and other railroad carriage wheels, made from common and double refined B. O. iron; the latter a very superior article. The tires are made by Messrs. Baldwin & Whitney, locomotive engine manufacturers of this city. Orders addressed to them, or to us, will be promptly executed.

When the exact diameter of the wheel is stated in the order, a fit to those wheels is guaranteed, saving to the purchaser the expense of turning them out inside.

THOMAS & EDMUND GEORGE,
ja45 N. E. cor. 12th and Market sts., Philad., Pa.

NORWICH AND WORCESTER RAIL Road. On and after May 22, 1845, Trains will leave as follows, viz:—

Accommodation Trains, daily, except Sunday. Leave Norwich, at 6 a.m., and 4½ p.m. Leave Worcester, at 10 a.m., and 4½ p.m.

☞ The morning train from Norwich, and the morning and evening trains from Worcester, connect with the Boston, Western, and Hartford and Springfield railroads.

New York Train, via Steamboat. Leaves Norwich for Worcester and Boston, every morning except Monday, upon the arrival of the boat from New York, about 2 a.m. Leaves Worcester for Norwich and New York, at 5½ p.m., daily, except Sunday.

New York Train, via Long Island Railroad.—Leaves Norwich about 3 p.m., for Worcester and Boston, daily, except Sunday. Leaves Worcester for Norwich and New York, at 7½ a.m., daily, except Sunday, and arrives in Norwich at 9½.

Freight Trains. Daily, except Sunday.

☞ Fares are less when paid for Tickets, than when paid in the cars.

EMERSON FOOTE,
32 1y Superintendent.

LAWRENCE'S ROSENDALE HYDRAulic Cement. This cement is warranted equal to any manufactured in this country, and has been pronounced superior to Francis' "Roman." Its value for Aqueducts, Locks, Bridges, Flooms and all Masonry exposed to dampness, is well known, as it sets immediately under water, and increases in solidity for years.

For sale in lots to suit purchasers, in tight papered barrels, by JOHN W. LAWRENCE,
142 Front street, New York.

☞ Orders for the above will be received and promptly attended to at this office. 32 1y

SUMMER ARRANGEMENT—FARE REDUCED. By the Great Southern Mail Line, via Washington City, and the only line that now issues through tickets south, to Weldon and Charleston, S. C., whereby the traveller gains 24 hours in advance of those who take the Bay route. This is the only line that carries the great southern mail to Richmond, Petersburgh, Weldon, and Charleston, S. C.

Direct to New Orleans, and at the following reduced rates of fare, viz: Through tickets from Baltimore to Charleston, $21: whereby the traveller saves $4 25. Bear in mind that this is the great *Southern Mail Line*, and the only *one that issues a through ticket South.* Those who patronize it will save their money and time. *Through Tickets* from Baltimore to Charleston $21; Baltimore to Weldon $10; Baltimore to Petersburg $7 50; Baltimore to Richmond $7.

Fast Mail Line.—Leave New York at 9 a.m. and arrive in Philadelphia at 3½ p.m.; arrive in Baltimore at 11 p.m.; arrive in Washington at 3 a.m.; arrive in Fredericksburg at 9 a.m.; arrive in Richmond, Va., at 12½ to 1 p.m.; arrive in Petersburgh, Va., at 3 p.m.; arrive in Weldon, N. C., at 10 p.m.; arrive in Wilmington, N. C., at 12 m.; arrive in Charleston, S. C.. at 6 a.m.

Passengers by the above line will arrive at Richmond by 11½ o'clock p.m. and Petersburg, Va. by 2½ o'clock p.m., through to the former city in *twelve hours*, and to the latter in fourteen and a half hours, (*and in eight hours less time than by the Bay route,*) and to Charleston, S. C., in fifty-one to fifty-two hours after leaving Baltimore, and do not incur the risk of any detention at intermediate points as those do who take the Bay route.

Way Mail Schedule.—Leave New York at 5 o'clock p.m. and arrive in Philadelphia at 10 p. m.; arrive in Baltimore at 2½ p.m.; arrive in Washington at 7 p.m. *From Philadelphia by steamboat.*—Leave Philadelphia at 6 a.m. and arrive in Baltimore at 1 p.m.; leave Baltimore at 5 p.m. and arrive in Washington at 7 p.m.

For further informa ion and *through tickets* apply at the Southern office, adjoining the Washington railroad ticket office, Pratt street, Baltimore.

31 STOCKTON & FALLS.

BOSTON AND PROVIDENCE RAILroad. Passenger Notice. Winter Arrangement. On and after Monday, Nov. 3, the Passenger Trains will run as follows:

For New York—night line, via Stonington.—Leaves Boston every day, but Sunday, at 4½ p.m.

Accommodation trains, leave Boston at 8 a.m. and 3½ p.m., and Providence at 8 a.m. and 3½ p.m.

Dedham trains, leave Boston at 9 a.m. 3, 5½ and 10 p.m. Leave Dedham at 8 and 10½ a.m., and 4½ and 7 p.m.

Stoughton trains, leave Boston at 12 m. and 4 p.m. Leave Stoughton at 8·20 a.m. and 2½ p.m.

All baggage at the risk of the owners theneof.

N.B. The last train to and from Boston and Dedham, will be omitted in case of a severe snow storm. W. RAYMOND LEE, *Sup't.* 31 1y

BRANCH RAILROAD and STAGES CONnecting with the Boston and Providence Railroad.

Stages connect with the Accommodation trains at the Foxboro' Station, to and from Woonsocket. At the Seekonk Station, to and from Lonsdale, R. I. via Pawtucket. At the Sharon Station, to and from Walpole, Mass. And at Dedham Village Station, to and from Medford, via Medway, Mass. At Providence, to and from Bristol, via Warren, R. I.—Taunton, New Bedford and Fall River cars run in connection with the accommodation trains.

NEW YORK AND ERIE RAILROAD LINE. For Middletown, Goshen, and intermediate places. Two daily lines each way, as follows:

For passengers, the new, and commodious steamboat St. Nicholas, Capt. Alex. H. Shultz, will leave the foot of Duane street daily, [Sundays excepted,] at 7½ o'clock, A.M., and 5 o'clock, P.M., through in five hours. Returning, the cars will leave Middletown at 6, A.M., and 4½, P.M. For further particulars inquire of J. Van Rensselaer, Agent, corner of Duane and West streets,

H. C. SEYMOUR, Superintendant.

Stages run from Middletown daily, in connection with the afternoon line, to Bloomingburg, Wurtsboro, Monticello, Mt. Pleasant, Binghampton, Owego, Port Jervis, Honesdale Carbondale, etc.

On Monday, Wednesday, and Friday, to Dundaff, Montrose, Friendsville, Lenox, Brooklyn, etc., etc. 31 1y

BALTIMORE AND SUSQUEHANNA Railroad. The Passenger train runs daily except Sunday, as follows:

Leaves Baltimore at 9 a.m., and arrives at 6½ p.m. Arrives at York at 12½ p.m., and leaves for Columbia at 1½ p.m. Leaves Columbia at 2 p.m., and leaves York for Baltimore at 3 p.m. Fare to York $2. Wrightsville $2 50, and Columbia $2 62½. The train connects at York with stages for Harrisburg, Gettysburg, Chambersburg, Pittsburg and York Springs.

Fare to Pittsburg. The company is authorized by the proprietors of Passenger lines on the Pennsylvania improvements, to receive the fare for the whole distance from Baltimore to Pittsburg. Baltimore to Pittsburg.—Fare through, $9 and $10.

Afternoon train. This train leaves the ticket office daily, Sundays excepted, at 3½ p.m. for Cockeysville, Parkton, Green Springs, Owings' Mills, etc.

Returning, leaves Parkton at 6 and Cockeysville and Owings' Mills at 7, arriving in Baltimore at 9 o'clock a.m.

Tickets for the round trip to and from any point can be procured from the agents at the ticket offices or from the conductors in the cars. The fare when tickets are thus procured, will be 25 per cent. less, and the tickets will be good for the same and following day in any passenger train.

D. C. H. BORDLEY, *Sup't.*
31 1y Ticket Office, 63 North st.

DAVIS, BROOKS & Co., 30 WALL ST. Have now on hand and for sale,

200 tons 2½ x ½ inch Flat punched Rails, Bars 18 feet each.

100 tons Heavy Edge Rails, 90 tons per mile.

30 tons 2½ x ½ inch Flat Rails.

ALSO—A STEAM PILE DRIVER, built by "Dunham & Co." which has never been used, and cost originally $5000. s20 2m ja45

BALTIMORE AND OHIO RAILROAD. MAIN STEM. The Train carrying the Great Western Mail leaves Baltimore every morning at 7½ and Cumberland at 8 o'clock, passing Ellicott's Mills, Frederick, Harpers Ferry, Martinsburgh and Hancock, connecting daily each way with—the Washington Trains at the Relay House seven miles from Baltimore, with the Winchester Trains at Harpers Ferry — with the various railroad and steamboat lines between Baltimore and Philadelphia and with the lines of Post Coaches between Cumberland and Wheeling and the fine Steamboats on the Monongahela Slack Water between Brownsville and Pittsburgh. Time of arrival at both Cumberland and Baltimore 5½ P. M. Fare between those points $7, and 4 cents per mile for less distances. Fare through to Wheeling $11 and time about 36 hours, to Pittsburgh $10, and time about 32 hours. Through tickets from Philadelphia to Wheeling $13, to Pittsburgh $12. Extra train daily except Sundays from Baltimore to Frederick at 4 P. M., and from Frederick to Baltimore at 8 A. M.

WASHINGTON BRANCH.

Daily trains at 9 A. M. and 5 P. M. and 12 at night from Baltimore and at 6 A. M. and 5½ P. M. from Washington, connecting daily with the lines North, South and West, at Baltimore, Washington and the Relay house. Fare $1 60 through between Baltimore and Washington, in either direction, 4 cents per mile for intermediate distances. s13 1y

CENTRAL RAILROAD—FROM SAVANnah to Macon. Distance 190 miles.

This Road is open for the transportation of Passengers and Freight. Rates of Passage, $8 00. Freight—

On weight goods generally...	50 cts. per hundred.
On measurement goods	13 cts. per cubic ft.
On brls. wet (except molasses and oil).....	$1 50 per barrel.
On brls. dry (except lime)...	80 cts. per barrel.
On iron in pigs or bars, castings for mills, and unboxed machinery.....	40 cts. per hundred.
On hhds. and pipes of liquor, not over 120 gallons.....	$5 00 per hhd.
On molasses and oil.....	$6 00 per hhd.

Goods addressed to F. WINTER, Agent, forwarded free of commission. THOMAS PURSE,
40 Gen'l. Sup't. Transportation.

LEXINGTON AND OHIO RAILROAD. Trains leave Lexington for Frankfort daily, at 5 o'clock a.m., and 2 p.m.

Trains leave Frankfort for Lexington daily, at 8 o'clock a.m. and 2 p.m. Distance, 28 miles. Fare $1·25.

On Sunday but one train, 5 o'clock a.m. from Lexington, and 2 o'clock p.m. from Frankfort.

The winter arrangement (after 15th September to 15th March) is 6 o'clock a.m. from Lexington, and 9 a.m. from Frankfort, other hours as above.
35 1y

KEARNEY FIRE BRICK. F. W. BRINLEY, Manufacturer, Perth Amboy, N. J. Guaranteed equal to any, either domestic or foreign. Any shape or size made to order. Terms, 4 mos. from delivery of brick on board. Refer to

James P. Allaire, Peter Cooper, Murdock, Leavirt & Co. } New York.
J. Triplett & Son, Richmond, Va.
J. R. Anderson, Tredegar Iron Works, Richmond, Va.
J. Patton, Jr, Colwell & Co. } Philadelphia, Pa.
J. M. L. & W. H. Scovill, Waterbury, Con.
N. E. Screw Co. Eagle Screw Co. } Provicence, R. I.
William Parker, Supt. Bost. and Worc. R. R.
New Jersey Malleable Iron Co., Newark, N. J.
Gardiner, Harrison & Co. Newark, N. J.

25,000 to 30,000 made weekly. 35 1y

RAILROAD IRON AND FIXTURES. The Subscribers are ready to execute orders for the above, or to contract therefor, at a fixed price, delivered in the United States.

DAVIS, BROOKS & CO.,
30 Wall st., N. York.

NEW YORK AND HARLEM RAIL Road Company.—Winter Arrangement.

On and after Monday, November 3d, the cars will run as follows: Leave City Hall for Harlem (125th street,) Morrisiana, Fordham, Williams' Bridge, Hunt's Bridge, Underhill's Road, Tuckahoe, Hart's Corners, and White Plains—7·30 and 10·30 a.m., and 1 and 3·30 p,m.

Extra trains for Yorkville, Harlem, Morisiana, Fordham, and Williams' Bridge, leave 27th street 7 a.m. for Williams' Bridge. Leave City Hall 9 a.m. (to Harlem only) and 11·30, 2·30, and 4·30 p.m. for Williams' Bridge.

Leave White Plains for City Hall—8·10, 11·10 a.m., and 1·45, 4·10 p.m.

Leave Tuckahoe for City Hall—8·20, 11·20 a.m., and 1·55, 4·20 p.m.

Leave Williams' Bridge for City Hall—7·45, 8·45, 11·45 a.m. and 12·45, 2·15, 3·45, 4·45, and 5·45 p.m.

Leave Morisiana for City Hall—8·10, 9·10, and 10 a.m., and 12·10, 1·10, 2·40, 4·10, 5·10, and 6·10 p.m.

The freight train will leave City Hall at 12·45 p.m. and leave White Plains at 11·10 a.m. All freight must be at the City Hall between the hours of 10·30 a.m. and 12·30 p.m. The White Plain trains will stop, after leaving the City Hall, only at the corner of Broome street and the Bowery, Vauxhall Garden and 27th street.

An extra car will precede each train, 10 minutes before the time of starting from the City Hall, and will take up passengers along the line.

The City Hall and 27th street line will run every 6 minutes from 7·30 a.m. to 8 p.m.

The City Hall and 27th street night line will run every 20 minutes from 8 to 12 o'clock.

On Sundays the trains will be regulated according to the state of the weather. 1y·46

THE LONDON RAILWAY RECORD, Edited by Mr. JOHN ROBERTSON, A. M., (connected from the commencement with the Weekly Railway press of England.)

The *Railway Record* is acknowledged to be the leading English Railway Journal, and is published twice a week in London, namely on Wednesday and Saturday. It contains copious and correct reports (by special reporters) of all railway meetings in the United Kingdom; ample Share Lists and Traffic Tables, showing the length, cost, capital and selling prices in the principal markets, with Editorial articles on the leading Railway topics of the day. The *Railway Record* contains also, a complete resume of French, Belgian and other foreign Railway affairs.

Subscriptions 13s. per quarter, to be transmitted in advance to Messrs. Dawson and Sons, Ca[illegible] st. London. Office 153 Fleet street, London. 46

BOSTON COURIER, DAILY, SEMI-Weekly and Weekly.

The *Daily* edition of the Courier, presents to merchants and others, an extensive medium of advertising. The circulation of the *Semi-Weekly* Courier (pubiished on Mondays and Thursdays) is believed to be more extensive than that of any other similar Boston Newspaper. This publication embraces all the reading matter of the Daily, the Foreign and Domesuc Markets, Review of the Boston Market, Prices current, and Ship News, prepared with great accuracy. The *Weekly* Courier contains as much of the matter of the daily as can be crowded into a sheet of the same size, without ship news, prices current or advertisements.

Our extions to obtain and publish authentic information on all topics proper for the columns of a newspaper,—the state of trade, the prices of merchandize, the current news of the day, and the political movements in the various sections of the country—will not be abated. The marine department of the Courier has been inferior to none in copiousness or accuracy of detail, and it will be our endeavor to maintain its reputation in this respect.

TERMS OF ISUBSCRIPTION.

For the Daily Courier, for one year, in advdnce $8,00
For the Semi-Weekly Courier, for one year.. 4,00
For the Weekly Courier, for one year..... 2,00

JOSEPH T. BUCKINGHAM.
EBIN B. FOSTER.